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BALTIMORE, JANUARY 11, 1895.

The South to the West.

During the past week the work of gathering corn and provisions in the South for shipment to Nebraska has made rapid progress. Ex-Governor Northen expects to start a trainload from Atlanta on January 15. Governor Fishback, of Arkansas, writes the MANUFACTURERS' RECORD that he has asked the State to appropriate enough to buy an entire trainload. Governor Foster, of Louisiana, is heading the movement for securing contributions in that State. In North Carolina the Chamber of Commerce of Raleigh and Major John C. Winder are taking hold of the matter actively, and in South Carolina the Young Men's Business League of Charleston is doing the same. Among the contributions made up during the week and not previously reported are a car of rice and corn by the Atlantic Coast Line, two cars of rice and corn by people of Washington county, N. C., twenty barrels of flour by E. T. Noel, of the Noel Flour Mills, Estill Springs, Tenn., a carload of corn by Huntsville, Ala., and the same in Helena, Ark.

The people of Fairmont, W. Va., recognizing the need of fuel, which, at the present time in Nebraska, is almost as important as food, have made up a full trainload of coal, consisting of eighteen cars of twenty-five tons each. This will be handled free by the railroads, the Baltimore & Ohio taking it out as far as Chicago without cost. This contribution, which is a very timely one, is contributed by the leading coal-mining companies around Fairmont.

Letters to the MANUFACTURERS' RECORD from many sources show that there is great destitution in a large part of Nebraska and Dakota, and that help is much needed.

THE MANUFACTURERS' RECORD has received a letter from a business man at Greenville, S. C., who desires to correspond with an expert in starch manufacturing, and who wishes to obtain figures showing the cost of a plant for this purpose. His address will be furnished anyone who desires it.

Observance of Law in the South

There is a very great misconception throughout the world as to the observance of law in the South. The reason for this is very simple, and yet it is not generally understood. For many years after the war nearly all Northern papers naturally sought to secure every item of news about lawlessness in the South. This news was in demand. The world wanted to know about the effect of the war upon that section. Moreover, such news was valuable to some papers for its political effect. They wanted it. They were ready to pay more for it than for any other kind. They didn't want industrial news, but they did want sensational stuff, and would pay for it. Naturally they got what they wanted. If a slight disturbance, which would attract no attention in other sections, occurred anywhere in the South, it was magnified and telegraphed with full embellishments to Northern and Western papers. The gathering of sensational accounts of every slight infraction of law became a business, and at times, when trade was dull, a vivid imagination easily created increased activity without the necessity of truthfulness being a factor. Even many Southern papers, because of the lack of that life and activity of business which furnished matters of local news for Northern papers, for some years gave exaggerated space to every trifling infraction of law. No one regards with more horror crimes of all kinds, nor is anyone more opposed to personal violence than the writer, but we have for years insisted that the South was unjustly blamed. In no part of this country is life safer than in the South. If an accurate record were kept of every crime committed the South would make a better showing in proportion to population than the balance of the country. The nearest approach to such a record is found in the last census, and from this Mr. Wm. H. Edmonds, editor of the *Southern States* magazine, has compiled some valuable statistics. Under the heading of "Observance of Law in the South," he says:

A study of the statistics of crime and pauperism in the United States will reveal some striking facts. The South has been so clamorously and so persistently maligned as a lawless section that it has come to be almost universally assumed to be true that the laws are more frequently violated in that section than in other parts of the country. Even the Southern people themselves, in a large part, having heard so much and such continuous outcry against Southern lawlessness, and so much vaunting of alleged relative freedom from crime of other parts of the country, have grown to accept it as a fact that the South is less respectful of law and peace and order than the rest of the country.

The *Southern States* asserted recently that there is less disorder, less violation of law, less crime in the South than in the rest of the country in proportion to population. An analysis of prison reports of the eleventh census will amply support this statement. The statisticians of the census classify the States of the Union in five divisions—the North Atlantic, comprising Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey,

Pennsylvania; the North Central, comprising Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, Missouri, North Dakota, South Dakota, Nebraska, Kansas; the Western, comprising Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Nevada, Idaho, Washington, Oregon, California; the South Atlantic, comprising Delaware, Maryland, District of Columbia, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida; the South Central, comprising Kentucky, Tennessee, Alabama, Mississippi, Louisiana, Texas, Oklahoma, Arkansas.

The South Atlantic and South Central divisions include all the fourteen Southern States, with the addition of Delaware, District of Columbia and Oklahoma. The aggregate population of these three is so small (being less than 500,000) that it does not materially affect the results of this inquiry favorably or otherwise, and the classification of the census department will therefore not be disturbed.

The charge of lawlessness in the South is made with reference to the white population. People who talk about the South as a law breaking section have in mind only the dominant race in the South, the whites. The statistics of crime here given will therefore relate only to the white population of both the North and South.

Taking first the white convicts in penitentiaries and calculating their numerical proportion to the white population, eliminating the negroes, Indians and Chinese, we find that the ratio is—in the North Atlantic division, as one to 1294 of population; in the North Central division, one to 2366; in the Western, one to 800; in the South Atlantic, one to 4644; in the South Central, one to 2285; or, to make the comparison in another shape, to every 100,000 of population the number of convicts is—in the North Atlantic division, seventy-seven; in the North Central division, forty-two; in the Western division, 125; in the South Atlantic division, twenty-one, and in the South Central division, forty-three. Taking the two divisions that comprise all the Southern States and the three that make up all the rest of the country, it is found that the proportion is—in the South one convict to every 2927 of population, or thirty-four in every 100,000, and the rest of the country one to every 1607, or sixty-two in every 100,000. Thus it will be seen that the South as a whole has, in proportion to population, but little more than half as many convicts as the North; that the better of the two sections in the South the South Atlantic division, has only half as many as the best section in the North, the North Central division; that in the section having the larger ratio the number is but a little more than one third of the Northern section that has the largest ratio, the Western division; that taking the whole South together the number is more than one third less than in the Northern division that has the smallest number.

Considering the prisoners in county jails the comparison will be as follows: In the North Atlantic States the proportion is thirty-six to every 100,000 of population; in the North Central States, seventeen; in the Western States, fifty-two; in the South Atlantic States, thirteen; in the South Central States, twenty-three. Comparing the whole South with the three other divisions jointly, the figures would be eighteen to every 100,000 in the South, and twenty-seven in the rest of the country—that is, the South Atlantic division has fewer by one fourth than the best Northern division; the South Central has one-third more than the best Northern division, but one third less than the North Atlantic and 50 per cent. less than the Western division, and the South as a whole has fewer by one third than the rest of the country.

The statistics of pauperism are equally noteworthy. The paupers in almshouses, as shown by the census, are as follows: In the North Atlantic States, 178 in every 100,000; in the North Central States, 114; in the Western, 103; in the South Atlantic, ninety-one; in the South Central, forty-six. Comparing the South with the rest of the country the figures would be: In the South, sixty-six paupers to every 100,000 of population; in the rest of the country, 139 to every 100,000. These figures include both white and colored races. They show that the South has less than half as many paupers in proportion to population as the rest of the country; that the ratio in the

South as a whole is 40 per cent. less than that of the Western division, about 45 per cent. less than that of the North Central division, and about 65 per cent. less than that of the North Atlantic.

Tabulating the foregoing facts we have the following, the figures given showing the number in every 100,000 of population:

	White Convicts in Penitentiaries	White Prisoners in County Jails	Paupers in Almshouses
North Atlantic Division.	77	36	178
North Central Division.	42	17	114
Western Division.	125	52	103
South Atlantic Division.	21	13	91
South Central Division.	43	23	46
The South.	34	18	66
The remainder of the country.	62	27	139

These comparisons are made in no spirit of unfriendliness towards any part of our country. The purpose is simply a refutation of the constantly repeated charge that the South is less law abiding than other sections. These figures, from a source authoritative and unquestioned, demonstrate beyond cavil that the South is by far the most peaceable and virtuous section of the Union, as it is the most pronouncedly American.

A Difference Worth Considering.

A dispatch in the Philadelphia Press from Bucks county, Pennsylvania, says:

The whole town of Parkland, containing about 250 houses, has been levied upon. The place was one of mushroom growth, and proved to be an unprofitable investment.

Had this occurred in the South it would have been heralded throughout the length and breadth of the land as another illustration of the collapse of a Southern enterprise. Occurring in Pennsylvania, of course it never had any attention except the briefest telegraphic dispatch to the Press. No one looked upon it as an illustration of the unprofitableness of such enterprises in Pennsylvania, and no one proclaimed it to the world as an illustration of an overdeveloped section. It is worth while studying the difference between the way in which such matters are treated when they happen in the South and when they happen in the North. Let any town in the South with 250 houses lose all of its population except two families, as was the case in this Pennsylvania town, and then have the entire town levied upon and sold out by the sheriff, and throughout the length and breadth of the land it would be published with flaring headlines. It would call forth editorials without number, and people would be warned against the South. But it happened in the rich State of Pennsylvania, and so no one heard of it.

A DISPATCH from New York announces that the United States Court in New York has rendered another decision denying a motion to remove Messrs. Jarvis and Conklin as receivers of the Jarvis-Conklin Mortgage Trust Co. Thus far the receivers have had the courts in their favor throughout all the litigation which seems to have been inspired to delay the reorganization of the company.

OF MANY-SIDED VALUE

Cotton Mills as Investments and as Factors
in Enhancing General Prosperity.

THE VIEWS OF BANKERS IN COTTON-MANUFACTURING TOWNS.

As a uniform developer of all business interests the cotton mill in the South holds a position of great and growing importance. The extent of its influence is generally underestimated. It has been looked upon as a good investment from the standpoint of the capitalist, but the establishment of a mill was followed by improved business conditions, a swelling of the taxable values, a direct increase in population, an enhancement in real estate, a greater inquiry for farm products and a home market for a staple constituting the chief source of wealth to many agriculturists. Noting these effects, the value of the cause has become better understood. The people of the South, not alone the controller of capital, have become awakened to the fact that the building of a cotton mill meant an actual and substantial increase of the per capita wealth of every citizen. To this better and more general appreciation the notable increase in the cotton mills of the South can be largely attributed. It has stirred up communities to the usefulness of such an institution as a creator of wealth, and has enkindled a spirit of enterprise and broad-gauged actions that has attracted the attention of capitalists to the desirability of this class of investment. This spirit has, in many cases, accomplished more than this, and the co-operative cotton mill has been the outgrowth. The success in this direction has already been shown by the MANUFACTURERS' RECORD. Our aim is to now present the estimate placed on the influence and general effect the building of a cotton mill has on the common interests of a town. To do this faithfully we have taken the trouble of obtaining the opinions of a class of business men more closely in touch with general business prosperity than any other—the banker. A circular letter was sent to over 100 representative bankers in cotton-manufacturing sections of the South, asking for their views. Especial stress was laid upon the following points: Effect on business and prosperity of town; improvement, if any, in the financial condition of the farmers adjacent to the mills by furnishing a home market for cotton and other farm products; whether the capital invested was local money or obtained elsewhere; profitability of cotton mills; judiciousness of such investments. The replies which follow reflect the truthfulness of the proposition with which this article is started, and are full of suggestion to the Southern town without a cotton mill.

Healthy Effect on Business.

FIRST NATIONAL BANK,
ROCK HILL, S. C., December 24. }

The establishment of cotton mills in this section has had the healthiest possible effect upon the business interests of this community. They have materially added to the business and prosperity of the town. We have also much improvement in the financial condition of the farmers adjacent to our mills, owing to the fact that a higher home market is thereby furnished for cotton and other farm products. The bulk of capital invested in cotton mills in this vicinity is local money. Our cotton mills have been very profitable in our town. Local investors consider our mill securities of the best class, and additional investments in mills in this section must of necessity prove profitable with judicious movement. W. L. RODDEY, President.

FIRST NATIONAL BANK,
GASTONIA, N. C., December 21. }

The financial condition of the farmers has been improved and the business and prosperity of the town materially bettered

by the establishment of cotton mills. The capital is local, and, as a general thing, the investments are profitable, comparing well with other manufacturing interests. I certainly do think the investment of capital in cotton mills to be a judicious movement.

J. D. MOORE, Cashier.

Success of Small Mills.

HARTWELL BANK,
HARTWELL, GA., January 5. }

We have two small cotton mills in this county, one of which was built in this place last year—the Hartwell Cotton Mills, a \$50,000 plant, with 2500 spindles and seventy-two looms, every part fitted up with the latest improved machinery and the mill lighted by electricity. The mill for the last two months has been running day and night making a pretty 4-4 sheeting four yards to the pound; has orders ahead all the time, so that there has been no trouble to sell the goods; hence, making money. The net earnings for the month of December were over \$1100. Although the mills are small, the community is benefited by the additional trade of operatives and the home market created for a part, at least, of the cotton crop, and an increased demand for all farm products. The mills are owned by home capital, and seem to be the most profitable of any manufacturing enterprises for this section.

E. B. BENSON, President.

Better Prices for Cotton.

BANK OF PEE DEE,
ROCKINGHAM, N. C., December 21. }

The building of cotton mills in our place has had a good effect upon the business interests of our community, and they have been beneficial to the several interests of our village. The farmers, as well, have been enabled by the home market produced thereby to procure better prices for their products, especially cotton, for which the mills pay them more than they can realize by shipment. The bulk of capital invested is local (nearly all Southern); only a couple of thousand dollars of Northern money in all the mills. Our mills have been well managed, and have paid as well as any within our knowledge.

T. C. LEAK, President.

Enhances Real Estate Values and Develops Trade.

FOURTH NATIONAL BANK,
COLUMBUS, GA., December 21. }

The establishing of cotton mills in our city has been of incalculable value to our people in every way. They have not only proven profitable to the investors, but have largely increased the population of the city, thus enhancing real estate, also developing both the wholesale and retail trade. Our place receives 75,000 to 80,000 bales of cotton per annum, about half of which is used by the mills here. All the lands within a radius of five miles have enhanced largely in value, for the reason that owners are raising vegetables and fruits, and many have gone into the dairy business, which is proving quite profitable. The bulk of the capital invested in the mills here is domestic. The mills are all prospering. The labor is improving wonderfully, not only in intelligent manufacture, but with the advantage given to the children by our splendid public school system, there will, in future, be no necessity to go abroad for competent heads of departments. Capital invested here, or elsewhere in the South, in cotton manufactures, properly managed, according to my views, cannot be otherwise than profitable. The extraordinary water-power of the river at this point and cheap coal makes Colum-

bus a desirable point for cotton manufacturers. T. E. BLANCHARD, President.

Greatly Benefit Farmers.

THE BANK OF ANDERSON,
ANDERSON, S. C., December 20. }

The cotton mills have had a very beneficial effect on the business interests of our section. Indeed, it could hardly be overestimated. The one in our city has, beyond question, added materially to the business prosperity of this place, and the farmers have been greatly benefited by the home market for cotton and products of the same the mills have afforded. Most of the \$250,000 capital stock of our mill is local money. I do not think such is the case of the Piedmont and Pelzer mills (two of the largest in the South), both of which are nearby. The cotton mills in our section have been profitable, and in that respect compare favorably with other industries. I think there are no more safe or remunerative investments than in well-managed cotton mills in the South. J. A. BROCK, President.

Average Profits Double Other Industries.

MERCHANTS AND FARMERS' BANK,
SPARTANBURG, S. C., December 20. }

The establishment of cotton mills in our section has largely benefited the business interests of our community, and has materially added to the business and prosperity of our city. They have improved the financial condition of the farms adjacent to the mills, which is shown by the enhancement of the farm lands lying in the immediate vicinity of the factories, while lands remote from them have shown no such increase. The capital is partly local and partly foreign. The cotton mills in this section have all proven profitable, and their average profits are probably twice as large as the average profits of other industries in this State. I regard the investment of capital by local as well as by outsiders in well-organized Southern cotton mills a very judicious investment. There are now three large cotton mills—one at Gaffney, one at Clifton and one at Tucapau—in this county in course of construction. This is being done by foreign and local capital, which shows much confidence in their success in this immediate section.

JOSEPH WALKER, President.

Better Financial Condition of Farmers.

NATIONAL BANK OF HIGH POINT,
HIGH POINT, N. C., December 21. }

The effect of the establishment of cotton mills in our section upon business interests has been very beneficial, and the same may be said of our furniture, tobacco, spoke and handle, door, sash and blind, chair, mattress and other factories. They have caused much improvement in the financial condition of the farmers adjacent to the mills and factories by furnishing a home market for cotton, tobacco, farm produce and other materials. Almost the entire capital invested in mills and factories in our vicinity is local money. The cotton mills in our section, of which there are ten, some of them established forty-five to fifty years ago, and quite large for the South, as a general thing have been profitable, and the industry compares very favorably with other manufacturing interests in regard to profitability. I regard the investment of capital by local people as well as by outsiders in well-organized Southern cotton-mill enterprises a judicious investment.

W. J. ARMFIELD, President.

Anxious for a Mill.

PEOPLE'S LOAN AND EXCHANGE BANK,
LAURENS, S. C., December 21. }

We have no mills in Laurens county, although we have made repeated efforts to secure one. We have good railroad facilities; city population 3000; produce 40,000 bales of cotton. Such a mill as we desire we are unable to build with our own means, but we are willing and anxious to do all we can to build a mill. We are fully persuaded, farmers and all classes, that their

interest demands the building of a mill at this place. Our surrounding counties have many, and some large, mills, all paying good dividends, and their stock advancing. Lands in vicinity of mill very much enhanced in price, and a degree of prosperity not seen elsewhere pervades these communities. ALBERT DIAL, President.

Cotton Mills Rarely Fail.

MADDOX-RUCKER BANKING CO.,
ATLANTA, GA., December 21. }

You ask me, first—"What effect has the establishing of cotton mills in this section had upon the business interests of our country?" Replying to this, will state that it has had the very finest effect. It has given more life to the present and future prosperity of the South, in my opinion, than any other industry to the amount invested. The opinion is universal that the manufacturing of cotton is an enterprise that strikes everyone in this country most favorably, and we think it is only now in its infancy, and will go on and on continuing to improve. When the business was first commenced, after the war, in a limited way only, we believed we would have to get experienced operatives from the East, but to our surprise the native labor here is all we want. With a little teaching they take right hold of the most difficult part of the manufacturing of cotton. This gives thousands of our people employment that seems to me they could not get otherwise, especially the females and children.

Second—"Has the industry caused any improvement financially to the farmers adjacent these mills?" Replying, will say that no doubt it has in a general way. Just how much it is impossible to say. However, I am satisfied that it has benefited the mills, from the fact that the farmers drive their cotton to their doors and throw it off, thereby saving to the mills the commissions of the agents and brokers.

Third—"Is the capital invested in these mills local or foreign money?" Replying, will say that it is largely local money, and lately is almost entirely Southern capital. Other mills are now commencing in this section with no other than Southern capital invested therein.

Fourth—"Is the cotton manufacture in this section profitable?" Replying to this, will say that it is unquestionably so.

Fifth—"How does the industry compare with other manufacturing interests as regards the profitability of the business?" Replying to this, will state that I believe the business more profitable than any other business that I can think of at this time.

Sixth—"Do you regard the investment of capital by local, as well as outside people, a judicious movement?" To that question I have answered previously, but will state again with pleasure that it is a good investment, and I know of nothing better that I could recommend to a man who wanted to make an investment.

With cheap cotton and cheap labor the manufacturers of the South ought to prosper, and will prosper if their business is properly managed. I should have stated that cotton mills in this country rarely ever fail. It is almost an unheard-of circumstance. R. F. MADDOX, President.

A Great Future for Cotton Mills.

CAPITAL CITY BANK,
ATLANTA, GA., December 21. }

The building of cotton mills in the South, in my judgment, will result in great prosperity to the localities in which they are located. In the first place, we have in the South a large white element which, I am informed and believe, makes as good cotton-mill operatives as can be found in the world. The establishment of these mills gives employment to this class of people, thereby making them self-sustaining and better citizens. It also creates a local market for farm and garden products of the adjacent country, which is of no mean consequence to the agricultural element. The

mills immediately adjacent to our city are almost exclusively owned by our local people; as a general rule, they have proven quite profitable. One enterprise here has been especially so. It has paid its owners for the past ten years an average of 15 per cent. per annum. I believe that the cotton-manufacturing interest of the South has a better future than it has ever had before in its history, and, were I a young man with means, I should certainly invest a good portion of it in this business. While almost any part of the States of Georgia, Alabama, North and South Carolina are well adapted to this business, you must pardon me for the expression that, taking all things into consideration, I regard Atlanta as, by all odds, the best point in the South for cotton manufacture; and I believe that I can convince the average man in an hour's talk that it is certainly as good if not a better point than any other in the South. The Exposition Cotton Mills of our city have recently let a contract for a new mill, operating 20,000 spindles, at very satisfactory rates. This new mill proposes to be in operation by about October 1, 1895.

GEO. W. PARROTT, President.

Helps Local Cotton Market.

UNION, S. C., December 20.

First—The establishment of cotton mills here and near here has certainly benefited our town; it causes money to be distributed at all seasons; brings people to live here, others to trade.

Second—It creates a better demand for houses, for real estate, for stores.

Third—We have known the competition among mills to be so strong that buyers for foreign shipment have had to go elsewhere, proving that they help the cotton market, and besides furnish a market for other farm products.

Fourth—A large proportion of the capital is furnished here.

Fifth—Where managed with ordinary business intelligence and care, the profits are very large.

Sixth—Most emphatically do we regard investments in cotton mills as judicious.

WM. A. NICHOLSON & SON.

Add to Business and Farm Prosperity.

COMMERCIAL NATIONAL BANK,
CHARLOTTE, N. C., December 19.

I think the establishment of cotton mills in this vicinity has added something to the business prosperity of this town, but decidedly more to the farming interests by furnishing a home market for their cotton. Yes, the bulk of the capital in this section is local money. I think, as a rule, the majority of the cotton mills in this locality have been profitable; a great many, however, have not been, and profits have been exaggerated in many instances, in my opinion. Like any other business, it depends largely on the management.

J. S. SPENCER, President.

Cotton Mills Doubled Population.

GAFFNEY CITY, S. C., December 22

We give it as our opinion that the establishment of cotton mills in this section has materially helped the farming and business interest of this portion of the State. Gaffney is now a live, progressive town of about 3000 people; before the building of local cotton mills we had but 1500 people and all business on a heavy drag.

These mills have not only been profitable to the investor, but also of great value to the farming interests, enabling them to realize from one-quarter to three-quarter cents per pound more for cotton than they would have received had there been no local cotton mills, besides creating a ready market for all kinds of country produce. While the bulk of capital in these mills comes from outsiders, yet local capital is largely interested. Cotton mills in upper South Carolina have very nearly, every one, been nice dividend-payers, and such enterprises under competent management offer splendid inducement to capital today.

There are yet idle many valuable water-powers and mill-sites in upper Carolina awaiting capital for development. Diversity of manufacturing enterprises is what we should advocate here now, being very essential to a strong, healthy commercial growth. CARROLL & STACY, Bankers.

Builds Up Auxiliary Factories.

THE THIRD NATIONAL BANK,
COLUMBUS, GA., December 21.

Columbus, Ga., is an ideal place for cotton manufacturing, being in the extreme western portion of the State, and the fast-flowing river through it, with ample water-power, having about 101 feet fall in three and a-half miles, the requisites for good sanitary arrangements, transportation by boats and water-power for driving machinery, are all happily blended. The Chattahoochee river, extending some 400 miles south of Columbus, embracing portions of Georgia, Alabama and Florida, is rich, producing a very fine staple of cotton. Situated as it is, the rates of freight on cotton are a little higher from Columbus than from other points in Georgia, and, therefore, cotton manufacturers buy cotton a little cheaper here than in Atlanta, Griffin, Macon or Augusta. This is eminently to the advantage of the cotton-spinner. The rates of freight on manufactured products, however, are cheap from this point, and, therefore, manufactured goods receive adequately low rates.

No community has more practically decided the question as to the added prosperity which manufactures give to a town than has Columbus. One corporation here, employing nearly 1800 operatives, supports directly and indirectly about 5000 people. Several other mills manufacturing cotton also have added largely to our self-sustaining population. The laborer at this point is contented and happy. No strike was ever known here. Several savings banks attest the economical habits of the people and the fact that they are "ahead of the world."

As several of the mills here manufacture colored cotton goods, it has practically been helpful to the farmers, as "stains, short-weights or storm cottons" find better market here than would otherwise be possible, as these classes of cotton are dyed, and really answer the purpose of the manufacturer very nearly as well as regular grades of cotton.

Nearly all of the capital invested in the mills in this place is home capital, the bulk of it being Columbus money and the balance of it belonging to Georgia investors. Cotton mills here, as elsewhere, have been successful where manufactured properly—unsuccessful where errors and ignorance have crept in; but the preponderance is all in favor of success, and mills that keep abreast of the times in machinery, declare dividends only when they are earned, sell goods when people want them and practice the economies necessary to success in any business are uniformly successful.

I am particularly impressed by the fact that the investment of capital by local people is a judicious movement, both on account of the success that has been attached to such investments as a rule, and the further fact that incidentally such investments come to assist every other interest locally. One of the most certain benefits that has followed in the wake of cotton manufacturing here has been the auxiliary manufacturing that have sprung up.

This city has several very large and successful clothing manufactories, manufacturing very considerably the products of Columbus cotton mills. This in turn supports a large amount of skilled labor and gives importance to the city.

With the acknowledged success of transmission of water-power there must come in the near future to this city a very large development of cotton and woolen manufactories, as for thirty miles north of Columbus, on the Chattahoochee river, are

many valuable water-powers now running to waste.

The city is belted by an independent freight road, offering splendid locations for new mills. Help is very easy to obtain, and labor is cheap here. The climate is unsurpassed, the grades of cotton the very best, and with the rapid increase in cotton manufacturing throughout the entire South, I confidently look for several new establishments to be located here in the very near future. In the meantime all those located here now are running full time, and the city is reaping great benefit therefrom.

G. GUNBY JORDAN, President.

Added to General Business.

GRIMES BROS., MERCHANT MILLERS,
LEXINGTON, N. C., December 20.

The money in our cotton mills here is all home or Southern capital. The mills have added considerably to the general business of our town, and especially so to the retail grocers; have, of course, been some help to the farmers, but not very much. We are not in a cotton-growing section. Our mills, we learn, have and are making handsome profits—as good as the best. I think our people can manage cotton mills if they will only do it, and make them profitable.

J. D. GRIMES.

Improved Financial Condition of Farmers.

FIRST NATIONAL BANK,
HICKORY, N. C., December 21.

In answer to your question what effect has the establishment of cotton mills in this section had upon the business interest of this community, we answer we have six cotton mills near here—five yarn mills and one plaid mill—one at Monbo (plaid mill), three at Maiden, one at Newton and one at Granite Falls (yarn mills), the latter of which I am general manager. They have added largely to the business prosperity and financial condition of the farmers in the community in which they are situated, and give a good market for all kinds of farm produce. The capital is mostly local and from other parts of the State. We will have in the near future another cotton mill—one of the largest in the State. Mr. J. N. Bohannon, of this city, has just bought for Capt. J. M. Odell, of Concord, N. C., and others what is known as the Horse Ford water-power on the Catawba river, two miles from here, on the N. G. R. R., with 130 acres land. This power, according to Professor Kerr and other surveyors, is one of the finest and largest water-powers on the Catawba river, sufficient to run 50,000 spindles or more. They intend in the near future to organize a company and build a \$500,000 cotton mill on the property. Mr. Odell is one of the most successful cotton-mill men in the State. He has some five or six large mills under his charge, and all are successful and profitable.

The mills in this section and near here have been profitable, as much so as any other manufacturing interest. I do regard local as well as outside, capital invested in well-organized and well-managed cotton mills of the South throughout this Piedmont section a good judicious investment, where the mills will diversify their products and make a finer grade of goods.

A. A. SHUFORD, President.

Few Better Investments Than Well-Managed Mills.

COMMERCIAL NATIONAL BANK,
HIGH POINT, N. C., December 29.

The establishment of cotton mills in this section has been of material benefit to the entire community, especially so to the farmers, furnishing them a home market for their cotton, farm products, wood, etc. The bulk of the capital invested in mills in this section is local money. They have all been profitable and paid good dividends. We have other enterprises in this locality that sometimes pay larger dividends, but take it for a series of years and for safety, I am inclined to think that there are few

better investments than a well-managed cotton mill in this section.

J. ELWOOD COX, President.

Cotton-Growers Should also Be Manufacturers.

NORTHEASTERN BANKING CO.,
HARMONY GROVE, GA., January 2.

The establishing of cotton mills in our section has added very much to the interests of our town and community from a business point of view. Our town has made more progress during and since the commencement of the mill than at any time previous. We have had more new buildings of all kinds—business-houses and dwellings—than ever before in the same period, in spite of the depression. It has added also to the financial condition of the farmers in the vicinity by furnishing them sale for their produce, wood and lumber. The stock in our mill is owned almost entirely by our own people. The mill is a new one, but we are now making some money. All of us were green in the business, to commence with. I believe that the people who own the lands and make the cotton are the people to own the factories, and, further, I think it is a good investment for local capital, as well as outside.

L. G. HARDMAN, President.

Average Earnings of 14½ Per Cent.

ATLANTA, GA., December 20.

The establishment of cotton mills in several sections of Georgia where I am interested has added largely to the merchants' trade, besides, in some sections, consuming the entire product of the several counties' cotton in which the mills are located. Most all of the capital invested came from the home people, and they draw 7 to 18 per cent. on the investment. The average net earnings of several cotton mills I am acquainted with will run to about 14½ per cent. I know of no investment so profitable as cotton mills in the South, except stock in country-town banks. I believe a cotton mill with a fair working capital, well managed, will net from 25 to 35 per cent. I know one which earned 46 per cent. net in 1891, the year I was interested in its showing. We advance money on cotton-mill stock, cotton goods and cotton in storage at a less rate than on any other collateral.

W. S. WITHAM.

[Mr. Witham is president of a dozen country banks and is intimately connected with the cotton trade. He says that he can verify everything stated in his letter.—ED.]

Profits from 10 to 35 Per Cent.

BANK OF LAURINBURG,
LAURINBURG, N. C., December 21.

Wherever cotton mills have been built in our State the benefit to the towns where they have been erected has been so marked that the most casual observer has noted it. The erection of these mills means better prices for those farmers contiguous thereto for their cotton. It also makes a market for vegetables and small fruits where none existed before. In this (Richmond) county all capital invested in mills is local money. There are eight mills in this county, all run by water-power. The profit during this year in the cotton-mill business has been and is still very large—it is from 10 to 35 per cent. I know of nothing in our section that pays so large a profit. Our people here would give a hearty and sincere welcome to anyone contemplating the erection of cotton mills. Yes, it is a judicious investment for anyone. All our mills are running on full time; several of them are running at night.

A. L. JAMES, President.

To Become Chief Maker of Cotton Goods.

FIRST NATIONAL BANK,
LYNCHBURG, VA., December 29.

The effect of the cotton mill in this section has been very beneficial to the interest of this community, giving employment to white females. This class of labor has always been averse to working in the

tobacco factories, on account of this class of work having been done exclusively by negroes. The farmers in this section grow no cotton; therefore the cotton factories here have had little effect on them. It has, however, furnished a considerable market for the vegetables from their farms. The capital of the cotton mill here is local money entirely. The factory last February had machinery put in to its full capacity, and had quite a profitable year's business. My opinion is that the chief manufactory of cotton goods in the future will be done in the South, and I believe that investments in well-organized companies will be profitable.

R. H. T. ADAMS, President.

LOAN AND SAVINGS BANK,
ELBERTON, GA., December 21.

The establishment of cotton mills in this section has materially added to the business and prosperity of our town, and has improved the financial condition of the farmers. The bulk of the capital invested is local money, and the investments have been profitable. I regard the investment of capital by local people, as well as by outsiders, in well-organized Southern cotton mill enterprises a judicious movement.

THOS. M. SWIFT, President.

[Mr. Swift is also president of the Swift Cotton Mills at Elberton.—ED.]

Wanted—A New Location.

The Withington & Cooley Manufacturing Co., of Jackson, Mich., extensive manufacturers of farm and garden tools, contemplate the selection of a new location for building large works. In a letter to the MANUFACTURERS' RECORD, replying to a suggestion that it establish its plant in the South, it writes:

"Among the considerations which will influence this company in the choice of location are: 1. Cost of power, water-power preferred. 2. Nearness to supply of materials chiefly used, to wit, steel and tough white ash. 3. Shipping facilities and advantages. 4. Character and healthfulness of the town. 5. Compensation for loss and cost of removal."

The commercial agencies report that this company has a paid-up capital of \$200,000, and its credit is given the highest rating.

Location Wanted for Ice Factory.

Mr. S. W. Calhoun, M. E., 139 Rees street, Chicago, wants to find a location in the South for an ice factory near a town or city of not less than 5000 inhabitants, where water-power can be secured. A larger town is preferred. From twenty to sixty horse-power would be required, according to the size of the plant, if operated by water-power.

Want to Move South.

The Diamond Sewing Machine Co., of 364 Wabash avenue, Chicago, Ill., is ready to negotiate for a location in a Southern city with good shipping facilities. The company, it is claimed, has been engaged in the successful manufacture of sewing machines for eleven years, and desires to obtain a good plant and grounds.

RECENT property sales in Baltimore included a wharf on West Falls avenue to the Merchants & Miners' Transportation Co. for \$106,000. The wharf was purchased from the Maltby estate. Another sale was of eight acres of land in Northwest Baltimore, on which 200 houses will be erected. The land was bought by F. W. Trimble of Jacob H. Hoff for \$85,000. A corner lot on North Charles street has been purchased by W. D. McLaughlin for \$15,000. It is stated that a large hotel will be erected on it.

THE Mobile Coal Co. is making arrangements to extend its trade to Houston and Sabine Pass, Texas, by shipping coal in barges from Mobile to those points.

NATIONAL ORGANIZATION OF MANUFACTURERS.

Purpose of the Convention to Be Held in Cincinnati.

The movement toward concerted action on the part of the manufacturers of the United States has crystallized in a general invitation to the manufacturers of the country to meet in convention at Cincinnati, Ohio, on January 22, 23 and 24. The convention is to be non-political, non-partisan and non-sectional, the aim of the manufacturers of Cincinnati and Hamilton county, Ohio, who have issued the invitation, being to bring together a thoroughly representative body for the purpose of a general interchange of views looking to the formation of a national association of manufacturers. Such an organization would have among its purposes:

1. The cementing of a national organization of manufacturers of the United States for the purpose of considering national questions affecting their interests.

2. The advocacy of carefully considered legislation to encourage manufacturing industries of all classes throughout the country.

3. The discussion of ways and means whereby trade relations between the United States and foreign countries may be developed and extended.

4. The establishment in South American capitals and other desirable points of expositions for the display of American products.

5. The extension of the commercial marine of the United States.

6. The recognition of the Nicaragua Canal and the control of the same by the United States government.

7. The re-establishment of reciprocal trade relations with foreign countries.

8. Such other objects as may be agreed upon by the convention.

The character and wide reputation of many of the men promoting this movement stamps it at once as a serious and patriotic undertaking, having as its chief and sole end the fostering of the industrial interests of the country. The committee on invitation and entertainment is composed of the following prominent men: W. A. Procter, president the Procter & Gamble Co.; Thos. P. Egan, president J. A. Fay & Egan Co.; Edward C. Hall, president Herring-Hall-Marvin Co.; Chas. Davis, president Lodge & Davis Machine Tool Co.; Robert Laidlaw, president Laidlaw-Dunn-Gordon Co.; Jas. E. Mooney, president American Oak Leather Co.; H. M. Lane, president Lane & Bodley Co. E. P. Wilson is the secretary of the committee of arrangements, with office in the Chamber of Commerce Building, Cincinnati.

Preliminary inquiries sent out by the Manufacturers' Association and the committee of arrangements and invitation are intended in a purely tentative way to secure in advance of the meeting some general index or prevailing sentiment among manufacturers. To this main question, "Do you favor the organization of a National Association of Manufacturers?" replies thus far received are almost unanimously affirmative. Upon the second inquiry, "Will you be present or represented?" the affirmative vote is so largely in the majority as to promise a representative gathering. Answers to the third inquiry, which calls for names of those who will come, display a roster which affords assurance that whatever action is taken by the convention will be wise and deliberate.

Addresses are, it is reported, to be made at the convention by Governor McKinley, Senator Sherman, Mayor Caldwell, Warner Miller, ex-Governor J. D. Cox, M. E. Ingalls, president of the Chesapeake & Ohio Railroad; Speaker Crisp, and Secretary Herbert.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 371.]

WASHINGTON-BALTIMORE ELECTRIC ROAD.

Companies Ready to Complete It This Year—Baltimoreans to Build It—Full Description of the Arrangements.

Contracts for completing the Washington & Baltimore electric road will be all given out by April 1, and the line will in operation between the cities named before the end of this year. The MANUFACTURERS' RECORD makes this statement on the best authority.

At present the enterprise is in charge of two companies—the Washington & Baltimore Boulevard Co., of which David M. Newbold, of Baltimore, is president, and the Edmondson Avenue, Catonsville & Elliott City Company, in which Messrs. B. N. Baker and John Hubner, also of Baltimore, are the principals. The Newbold company has let the contract for grading fourteen miles of the Washington section, and the Edmondson Avenue Company has signed a contract to complete about five miles of the Baltimore section, extending from Calverton, in the western suburbs, to Beaumont avenue, near Catonsville. This company succeeds the one in which Messrs. Alexander Brown, George Yakel and others were directors, and Mr. Brown is no longer connected with it. While as yet the two construction companies are separate, negotiations have been in progress looking for a consolidation of interests, which will probably be effected in a few days, when Messrs. Baker, Hubner and Newbold will be associated as directors.

Mr. B. N. Baker informs a representative of the MANUFACTURERS' RECORD that his company only awaits the action of the Baltimore city council allowing it to build a line of four feet eight and a half-inch gage in the city limits to push the work of constructing the whole system, which will begin at the corner of Saratoga and Howard streets, in Baltimore, and extend to Calverton, to connect with the section already contracted for. Most of the right of way for the route from Catonsville to Laurel has already been secured, while, as already stated, the contract for grading the section from Laurel to Washington has been let. At present only railways of five feet four and a half-inch gage can be built in Baltimore, according to city ordinance. The gage in Washington is four feet eight and a half inches, and as the Boulevard line will connect with a Washington system, it desires this change in its gage in order to run its cars direct from Washington to the city of Baltimore without transfer.

Mr. Baker states that New York banking houses are ready to take all bond issues that may be made, and the capital needed can be obtained immediately to complete and equip the system. Most of the route is along a private right of way, and public highways are only utilized in the vicinity of the terminal cities. The distance from city limit to city limit is about twenty seven and a-half miles.

"The relation of the Elkins-Widener syndicate to this project," said Mr. Baker, "is this: They may be stockholders to a certain extent, but will not hold a controlling interest. We shall retain over one-half of the stock absolutely. While New York capital may be invested in the bonds, the system will be built, operated and controlled by Baltimoreans. Arrangements will be made with the Baltimore Traction Co. to transfer passengers from the Baltimore terminus to any part of the city over its lines, and negotiations are already in progress to that end."

As previously stated in the MANUFACTURERS' RECORD, the road complete will

cost about \$1,000,000. It will be operated by the block signal system, and twenty 100 horse-power motors will cover the distance from city to city in about thirty five minutes. The route traverses an attractive section, and the promoters believe that in a few years suburban homes will be built along the entire line. Mr. B. N. Baker is president of the Baker-Whiteley Coal Co., one of the most extensive coal-shippers in the country; also of the Atlantic Transport Line of steamships, which operates a large fleet of vessels between Baltimore and European ports. He is also an extensive land-owner, and financially able to build the line alone, if he desired. Senator John Hubner is president of a Baltimore banking company, is also largely interested in suburban real estate, and a capitalist of high standing. David M. Newbold is a member of the wholesale firm of Newbold & Sons, one of the most extensive mercantile houses in Baltimore; he is also one of the largest real-estate operators and builders in the city.

A site for one of the power houses has been purchased at the corner of Ingleside and Edmondson avenues. It is 400x200 feet, and will be one of the three to supply the electric current for the entire system, which has already been described in the MANUFACTURERS' RECORD. Each station will be of 1000 horse-power, and contain a series of dynamos of 500 volts each.

The Cause of the Trouble.

The present organization of the Southern Passenger Association will probably go out of existence at the meeting to be held on January 15 in New York city. Several causes are assigned for this, the principal of which is the opposition manifested to the policy of Commissioner E. B. Stahlman by some of the more important Southern roads. But eleven of twenty-five companies now remain members, the Plant system being the last to withdraw. Complaints have been made, so the MANUFACTURERS' RECORD learns, that the commissioner made rates on cotton in favor of certain lines to the injury of others. The latter made vigorous protests, and at meetings recently held in Baltimore and Atlanta the action of the commissioner was discussed very earnestly. The question of boycotting one company because it had cut rates to a basis which it claimed had been secretly given to another company came up, but met with such general opposition that it was defeated. The charge is made that the commissioner favored the boycott, and this has led to the decided opposition already noted.

The MANUFACTURERS' RECORD is informed that the benefits of such an association as the Southern are conceded generally, but that it must be radically changed in its present policy before the companies which have dropped out will rejoin it.

Bonds for an Extension.

The MANUFACTURERS' RECORD is informed by an official of the West Virginia Central & Pittsburg Company that the arrangements for securing the funds to build its extension from Cumberland to Hagerstown, Md., are nearly completed, and that the work of actual construction will begin probably by April 1. The stockholders have indorsed the proposed issue of \$3,600,000 in bonds for the extension, and negotiations are now being made with a trust company to act as trustee for them. They will probably be placed on sale in New York and Philadelphia.

Cars for Mexico.

The Ryan-McDonald Manufacturing Co., of Baltimore, has an order from the Monterey Mineral Railroad & Terminal Co., of Mexico, for forty gravel cars, three-foot gage. This is in addition to the order recently received from the same road,

SEABOARD REACHING OUT.

May Form Part of a Trunk Line from Kansas City to Portsmouth, Va.

Since the reorganization of the Richmond Terminal into the Southern system the activity of its principal competitor for through business to the North—the Seaboard Air Line—has been very noticeable. The management of the Seaboard evidently realizes the fact that the Southern is far more powerful in the present compact form than as the bankrupt combination of poorly-equipped roads which formed the Terminal, and the first named is preparing to make alliances with other roads wherever such an arrangement will be to its advantage. Several weeks ago the MANUFACTURERS' RECORD announced that the Columbian Equipment Co. would extend the East & West Railroad of Alabama to Birmingham and to a connection with the Seaboard. By a traffic arrangement with the Fort Scott system, which terminates at Birmingham, the Seaboard would be the Eastern extension of a combination of railroads reaching from Kansas City to tide-water at Portsmouth, Va. A dispatch from Birmingham states that arrangements have been completed to extend the East & West road.

Mr. Alexander Brown, who represents the present owners of the Macon & Northern road, states that negotiations are pending for its transfer to the Seaboard system. It extends from Macon to a connection with the Seaboard at Athens, Ga., 105 miles. At Macon it connects with the Georgia Southern & Florida, forming a direct route into the most desirable portions of the latter State. As the Seaboard has no Florida route, as have the Southern and the Atlantic Coast Line, the inference is that it intends to secure one by this combination.

A New Carolina Road.

A member of the bondholders' committee of the Cape Fear & Yadkin Valley road informs the MANUFACTURERS' RECORD that the proposed extension from Wilmington to Southport, N. C., has been very favorably considered, and that there is a strong probability that the line will be built this year if the receiver's report shows that the road is earning a fair income. Prest. John Gill, of the Mercantile Trust Company, Baltimore, will make his report for the year about April 1, when the question of extension will be discussed. Southport is one of the best harbors on the Atlantic coast, and it is proposed to do a large coal business there.

A 400-Mile Project.

The MANUFACTURERS' RECORD has received the following description of the El Paso, Chicago & Mexican line from Mr. J. L. Bell, of El Paso, Texas, one of the principal promoters:

"The proposed line is from El Paso to Liberal, Kans., a distance of about 400 miles, of which I have already surveyed 160 miles and secured right of way for same; also a franchise from the city of El Paso and seventy acres of terminal ground in the city, besides land subsidies from private owners along the 160 miles. I shall leave here in a few days for a trip over the line to contract for land for several town-sites along the road, and upon my return will be ready for organization of the necessary companies, one each in Texas, New Mexico, Indian Territory and Kansas, and one in some other State for the consolidation of these several companies. I intend to float 6 per cent. first-mortgage bonds for the entire construction.

"I have photographs of the magnificent pine forests on government lands through which this line will pass, thus furnishing, free of cost, all timber for construction. Being the sole owner of this franchise, right of way, survey, etc., I will be open

for negotiation of bonds and the construction of the first 160 miles by January 10 or 15. I have written several of your advertisers making inquiries regarding materials, etc."

IMPORTANT WEST VIRGINIA DEAL.

Baltimore & Ohio Secures Nearly 200 Miles of Additional Lines.

The Baltimore & Ohio has recently made several additions to its lines in West Virginia which have caused considerable comment upon its enterprise. One of these is the Monongahela River road, of which Senator J. N. Camden is the head. The line is thirty-three miles long, extending from Clarksburg to Fairmont, and forms really a southern extension of the Fairmont, Morgantown & Pittsburg branch of the Baltimore & Ohio, one of its best paying feeders. Another line is the West Virginia & Pittsburg, extending from Clarksburg to Camden-on-Gauley, 102 miles. This is also a part of the Camden system, and has been heretofore leased by the Baltimore & Ohio. In connection with the Monongahela and the Fairmont, Morgantown & Pittsburg it gives the new owners a direct route from Pittsburg to the Gauley river through one of the best coal territories of West Virginia. The deal also practically shuts out all competition for the railroad business in this section of the State. Still another purchase is said to be the Tunnelton, Kingwood & Fairchance narrow-gauge road, extending from Tunnelton to Kingwood. This, it is understood, is to be extended to Fairmont, thirty-two miles, and changed to standard-gauge altogether.

Including the extension proposed, the Baltimore & Ohio's new mileage in West Virginia will be about 180, which includes the more important of the roads in what is known as the Camden system. The West Virginia, Ohio & Western, projected from Clarksburg to New Martinsville, on the Ohio river, is said to be also a part of the scheme by which the Baltimore & Ohio and West Virginia Central obtain control of all of Central and Northern West Virginia.

New Lines in the South and Elsewhere.

The Daily Stockholder, of New York, publishes an exhaustive article on railroad construction during 1894, in which it tries to figure out that the South decreased in new mileage in proportion to other parts of the country. As the MANUFACTURERS' RECORD stated last week, and proved by figures from new and branch roads specified as built during the year, the fourteen Southern States built fully one-third of the new mileage—593. The Stockholder has taken its figures regarding the South from the Railway Age, which, unfortunately, have been widely published as accurate, when they are not. But even allowing these totals, the proportion of over 30 per cent. for the South is shown. The New York paper comments on the fact that railroad building South has "noticeably fallen off," citing Georgia as an instance, where 300 miles were built in one year recently, while the record for 1894 shows less than 100. This is not strange when it is remembered that comparatively little railroad building was done prior to the South's new activity a few years ago, as is shown by 20,612 miles completed in 1880, and over double that amount in 1894.

The general figures of construction for a given period as quoted by Poor's Manual, however, do not show that the South has "fallen off" more than the West or other sections where railroad building has been most active. In the Northwest the increase of 1890 over 1889 was about 600 miles, in the Pacific less than 600, and in the Central Western group north of the Ohio river between 800 and 900. In the South Atlantic States it was 1100 miles, and in the gulf and Mississippi valley

about 750. The following table gives further comparisons:

	1891.	1892.	1893.
Northwest.....	762	689	465
Central Western.....	496	922	426
Pacific.....	343	865	176
South Atlantic.....	926	881	505
Gulf.....	499	231	250

This shows that the Atlantic and gulf States, as a whole, have built nearly as much, and in some years more road, proportionately, than the North and Central Western States. In 1891 they built over 150 miles more, while in 1893 the totals show but 136 miles less. There is no special "falling off," as the Stockholder has stated, and the MANUFACTURERS' RECORD trusts that it will give these figures the careful attention it usually gives to railroad statistics.

Important Industrial and Railroad Operations in East Tennessee.

The La Follette Coal & Iron Co. is building a road fifteen miles long from Careyville, on the Knoxville & Ohio, through the town of La Follette, and through Big Creek Gap in the Cumberland mountains into the company's coal and timber lands.

The MANUFACTURERS' RECORD has from time to time mentioned the development plans of the La Follette Company.

Starting about two years ago with the purchase of 25,000 acres of coal, iron and timber lands, centering at Big Creek Gap, subsequent purchases have been made from time to time until the company's properties aggregate now something more than 50,000 acres. The company owns not only valuable iron-ore lands and some of the finest coal lands in the South, together with some of the most valuable areas of hardwood timbers, but these three resources are in close proximity and exist under conditions that will make it possible to assemble them at very low cost.

The company has fixed upon that part of the valley south of the Cumberland mountains into which Big Creek Gap opens as a site for factories to be established to utilize the raw material it owns.

The company is a very strong one, and has prosecuted its plans so quietly that very little is known of it. The company's head office is 34 Wall street, New York. With the construction of this railroad the active work of industrial development on a large scale will be vigorously prosecuted.

A Large Bridge.

President A. J. Tullock, of the Missouri Valley Bridge and Iron Works, Leavenworth, Kansas, advises the MANUFACTURERS' RECORD that his company has signed a contract to build the railroad bridge over the Arkansas river at Little Rock, which will be one of the largest in the South.

Railroad Notes.

THE sale of the Macon & Birmingham road has been postponed until the first Tuesday in May.

THE Little Rock & Memphis will be sold at Little Rock, Ark., by decree of the court on February 1.

RECEIVER HARRIS, of the Macon & Northern, has appointed Mr. Augustus Shaw as traffic manager.

THE death of Edward B. Wheeler, general agent of the Texas & Pacific, is announced at New Orleans.

THE earnings of the Norfolk & Western for 1894, in spite of the depression in the section it traverses, were \$285,437 more than in 1893.

D. W. FLICKWIR, division superintendent of the Norfolk & Western, has resigned. J. W. Cook, of Shenandoah, Va., is his successor.

THE Capital Railway & Electric Light

Co.'s light plant and street railway at Baton Rouge has been sold to the Bank of Baton Rouge for \$39,000.

AT the annual meeting of the Central Railroad of Georgia, held at Savannah, the present directors were re-elected. The election was merely a formality.

THE English directors of the Alabama Great Southern who are favorable to the Cincinnati, Hamilton & Dayton ownership of that road were re-elected at the recent annual meeting in London.

AMONG the orders received by the Memphis Car & Foundry Co., which recently removed from Illinois, is one to repair a large number of box cars for the Kansas City, Memphis & Birmingham road.

IT is announced that the Chesapeake & Ohio will hereafter enter Louisville, Ky., over the tracks of the Louisville Southern. It has been using a portion of the Louisville & Nashville's route for this purpose.

IT is expected to complete the Kentucky and Indiana bridge over the Ohio river at Louisville, Ky., about March 1. The Cleveland, Cincinnati, Chicago & St. Louis and Chesapeake & Ohio will use it for train service.

MR. C. A. DE SAUSSURE has been appointed general passenger agent of the Memphis & Charleston. Mr. De Saussure is one of the most capable railway officials in the South, and his appointment is one of genuine merit.

THEODORE WELCH, general passenger agent of the Louisville & Nashville, died on the 3d inst. at Montgomery, Ala. Mr. Welch had been connected with the Louisville & Nashville in various capacities for twenty-three years.

THE Official Railway Guide seems to improve with each issue. The December number is notable for its complete and accurate timetables, especially of new systems partially completed. The Guide is indispensable to every traveler and railroad man.

A. C. KNAPP has been elected commissioner of the recently-organized freight bureau at Savannah, Ga. W. G. Cann was elected president, and Messrs. Rosenheim and Hull, vice-presidents. Mr. Knapp was formerly superintendent of the Georgia Southern & Florida road.

ONE of the best pieces of advertising work that has been undertaken by any Southern railroad is the publication in the last issue of the Forum of a 40 or 50-page splendidly-illustrated article entitled "The Land of the Sky and Beyond," by Frank Presbrey. The illustrations alone are sufficient to charm the reader and make those who have never seen the wonderful region tributary to the Southern Railway, especially the mountain district of Western Carolina, long for a sight of that beautiful land, the region of which the late Judge Kelley, of Pennsylvania, said: "It is the most glorious country upon which my vision or feet have ever rested." If Southern railroads in general would take up such comprehensive advertising as this and do it with the persistency and liberality that have for years characterized the work of Western railroads, they would materially aid in turning the tide of population and investment southward. It may be modestly stated that hitherto the main instrumentality in carrying on this work has been the MANUFACTURERS' RECORD and the Southern States magazine. We welcome the Southern railways to the same field.

SOME active ore-mining operations are expected at Cambria, Tenn. The Chilhowee Mining Co., of which E. Cary is president, is developing the Starr mountain property, and will soon increase its output. The company is supplying the ore to the Tennessee Coal, Iron & Railroad Co. at South Pittsburg, Tenn.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on pages 370 and 371.]

St. Louis Wants a Big Cotton Mill.

As recently mentioned in the MANUFACTURERS' RECORD, Mr. Jerome Hill, of St. Louis, one of the leading cotton factors of the country, is vigorously working to secure the construction of a \$2,000,000 cotton mill in St. Louis. In an interview in the Globe-Democrat Mr. Hill says that the low prices of building material and labor and the great reduction in machinery during the last few years have so largely reduced the cost of building a cotton mill that Eastern experts inform him that a mill which ten or fifteen years ago would have cost \$4,000,000 can now be built and put into running order for about \$2,000,000. Among the advantages for St. Louis as a place for a cotton mill are the low cost of transportation, which Mr. Hill says really makes St. Louis nearer to the cotton-fields than if it were located in the centre of the cotton States, such as Arkansas or Mississippi. A city in one of those States would have to pay railroad freight on cotton shipped into it, and would have to pay more on the average than it would cost to bring the cotton to St. Louis. This is due to the low freights on cotton. In the second place, St. Louis has a population of nearly 600,000, and a large cotton factory would furnish employment for 3000 or 4000 persons, so that the labor supply is an important question. Owing to river transportation, coal is cheap and abundant; and, for a fourth reason, St. Louis would, it is said, have an advantage over Eastern competitors of from \$2.00 to \$5.00 a bale. At present a large amount of cotton goods from Eastern factories goes to St. Louis for distribution, and the saving in the freight on the product would be greater than on the raw material. In St. Louis a cotton factory would be sure of a ready market in which to distribute those goods. Mr. Hill is reported as making good progress in his negotiations with capitalists who are interested in looking into the matter.

English vs. South Carolina Mills.

The relative earnings of representative English and South Carolina mills furnish a comparison highly creditable to the mills of this Southern State. The facts are thus presented by the Columbia (S. C.) State:

"In England—Of seventy-one cotton-mill companies in Oldham, twelve showed profits last year of £4709, or \$23,500, while fifty-nine showed losses of £43,016, or \$215,000. Two cotton mills were offered at auction at Preston. One with 30,000 spindles was withdrawn because the minimum of £6000 (\$30,000) was not reached. The other, with 31,000 spindles, was also withdrawn, as the best bid obtained was £8500, or \$42,500. In South Carolina—The Pacolet, Clifton, Converse, Enoree, Spartan, Piedmont and Pelzer mills, all in a bunch, paid out on the 1st inst. \$183,500 in semi-annual dividends, or at the rate of \$367,000 a year."

This sum of \$183,500 for the six months is contributed by the mills named as follows: Pacolet Manufacturing Co., \$35,000; Clifton Manufacturing Co., \$35,000; D. E. Converse Manufacturing Co., \$15,000; Enoree Manufacturing Co., \$16,000; Spartan Mills, \$15,000; Piedmont Mills, \$37,500; Pelzer Mills, \$30,000.

How Woolen Mills Pay.

Treasurer Hooper, of the Oakland Manufacturing Co., at Baltimore, which has a mill in Carroll county, Md., informs a representative of the MANUFACTURERS' RECORD that from 200 to 225 hands are working full time, and that the mill is being operated to its utmost capacity. Its

specialty is kerseys, and although started but a few months ago, orders are being received from many parts of the country. The wool is bought principally in Maryland, and no difficulty is found in obtaining a good quality of material. As yet the proportion of woolen to cotton mills in the South is very small, and the success of the Oakland Manufacturing Co. shows what opportunities await Southern manufacturers in this direction, while the industry would encourage the raising of sheep throughout the South.

The Dwight Company's New Mill.

It is announced that arrangements have been made for building at Alabama City, near Gadsden, Ala., the new mill of the Dwight Manufacturing Co., of Chicopee, Mass., reported in the MANUFACTURERS' RECORD some weeks ago as having selected that point. The site has been located, and bids for construction are to be opened on January 16. Contract for brick has, it is said, been awarded to the Howard Pressed Brick Co., of Chattanooga, Tenn. At present 25,000 spindles will be the number installed, which will be increased in the future, the plans for the buildings being drawn with that idea. The buildings are to be finished by July 1 and the machinery ready to operate by November 1. The main building is to be four stories, 75x450 feet, and a large number of dwellings, a schoolhouse and a church will also be built. The company telegraphed the MANUFACTURERS' RECORD January 10: "Contract for building not yet awarded."

A Cotton Mill Needing Equipment.

Some years ago a company was organized for the purpose of building a large cotton mill near Carrollton, Miss., in the heart of the cotton-growing region of that State. An unusually substantial building was erected, some of the machinery, such as shafting, engine, etc., put in, when by some mismanagement the company failed, and the equipment was never completed. The main building is brick, two and a half stories high, 320 feet long by 138 feet wide, with foundations five feet thick. About 680 acres of land, partly cleared, are included in the property. Mr. A. E. Randle, Pennsylvania avenue and Seventh street, Washington, who is the owner of the property, is anxious to make some arrangement for equipping the mill. He is willing to let those who supply the machinery take bonds or preferred stock on the entire plant and property.

Lynchburg's Mill.

The Lynchburg (Va.) Cotton Mill has declared a dividend of 4 per cent. on the preferred stock and 3 per cent. on the common stock. The stockholders say that the mill is in fine order, and particularly so in view of the fact that the past year has been a period of financial depression in all industries. The net earnings during the year, we are informed, amounted to \$30,000. The annual meeting of the stockholders will take place on the 18th inst., when a statement of the affairs of the mill will be made public. Eighty-eight new looms have been ordered and will be placed at once. The output of the mills has been sold up to March. It is pointed out that another cotton mill in this section would prove a good investment. There is, it is estimated, over 10,000 horse-power on the James river, in a distance of twenty miles of Lynchburg, not being utilized, and held by good stone dams which were built by the management of the old James River & Kanawha Canal. Inducements are being offered to manufacturers to take up these sites.

Textile Notes.

ADDITIONAL machinery is being installed in the Ada Cotton Mill at Charlotte, N. C.

THE Victor Cotton Mill at Charlotte, N. C., has declared a semi-annual dividend of 4 per cent.

THERE is a movement on foot at Shelby, N. C., for the organization of a cotton-mill company.

THE Cherry Cotton Mills, of Florence, Ala., is building twenty more cottages to accommodate additional operatives.

THE Red Bank Mills, which were recently destroyed by fire at Irene, S. C., will be rebuilt. Work will soon be commenced.

OWING to increase of business the Highland Park Manufacturing Co., of Charlotte, N. C., manufacturers of gingham, will enlarge its plant.

THE Huguenot Mills, of Greenville, S. C., is about to erect a three story addition to its plant, and will put in twenty-five looms and other machinery.

THE Lexington (S. C.) Manufacturing Co. has contracted with the State of South Carolina to furnish 5000 yards of bed ticking for Winthrop College at Rock Hill.

THE Clifton (S. C.) Manufacturing Co. has purchased a water-power one mile above its No. 1 mill and will build its new mill there, instead of at Thompson's Shoals, as was at first intended.

MR. F. H. FRIES, receiver, will sell at auction on January 16 the Hermitage Cotton Mills, at Reidsville, N. C. The plant contains 6000 spindles, cards and all other necessary machinery.

THE amount of cotton on shipboard at the port of Galveston, Texas, on the 31st December not cleared was as follows: Great Britain 63,679 bales, France 21,341 bales, other foreign ports 23,057 bales, coastwise 10,600 bales, and on vessels of non-members 15,648 bales; total 134,425 bales.

REFERRING to cotton-mill operatives in North Carolina, B. R. Lacy, commissioner of labor, says in his report to the governor: "The employees of cotton factories, where managed by owners, are almost always the best kept labor in the State. A great many have schools of their own, and the general opinion among them seems to be against working children either too young or too long."

THE fifth annual meeting of the stockholders of the Chesapeake Knitting Mills, of Norfolk, Va., was held during the week. The regular dividend of 6 per cent. was declared and the following officers elected for the ensuing year: E. M. Tilley, president; Alvah H. Martin, vice-president, and Foster Black, secretary and treasurer. The above and Caldwell Hardy, D. Lowenberg, Thomas Black, William Sloane, George G. Martin and Joseph Klepper are directors.

THE movement at Wilmington, N. C., for a cotton mill has resulted in the organization of a company with J. H. Chadbourne, Jr., as president; C. W. Worth, vice-president, and Geo. D. Parsley, secretary-treasurer. It is proposed to erect a \$100,000 plant, and the capital stock is to be raised by the instalment plan, par value to be \$100 per share, to be paid for in weekly instalments of fifty cents each. At a meeting held last week over \$16,000 was subscribed.

IN the heart of Augusta, Ga., is a settlement called Bailieville, after the owner of the property, George A. Bailie. Two years ago Mr. Bailie commenced erecting small frame houses, and there are now sixty houses in Bailieville ranging in size from three to six rooms. The demand is such for small houses that he is making arrangements to put up sixty more three-room dwellings. Since this city within a city was started four streets have been opened up—Glover, Silcox and Cooper streets, running east and west, and Bailie street, running north and south.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

NEW YORK, January 8.

No change of importance has occurred in this market. The prospect, however, seems encouraging. With the reaction which is generally conceded will take place this year along the entire industrial line, as a direct result of the unusual depression experienced during 1894, the cottonseed-oil industry will assuredly secure its share of the general improvement. This belief is strengthened when it is considered that the consumption of oil during 1894 equalled that of the previous year, hard times to the contrary notwithstanding. Values were, however, far from being satisfactory, and it is to be hoped that the altered conditions will affect this vital question favorably. Unanimity and concerted action on the part of the millmen will be the governing factor in this respect. Large offerings of Texas crude in bulk on a 20-cent basis may be considered as the latest market phase, while sales of several tanks are reported at 19 cents. In stronger centres, however, bids of 20½ cents have been declined, 21 cents being lowest quotation. The time has arrived when active preparations should be in progress with regard to the compound-lard trade. Holders having sufficient financial stability are awaiting developments in this direction. The improvement in lard values suggested the possibility of a stronger cotton-oil market towards the close of the week. It is reported that contracts have been made with Western establishments for large lots of crude at 21½ cents, January and February delivery, while in some instances the offer of 21¼ cents for prime crude for future delivery was accepted. Barreled oil possesses no feature deserving of special comment. But little activity is displayed, the nominal quotation being 24½ cents, although at this writing sales of two 100-barrel lots have been effected at 24 cents. Prime yellow is quoted at 29 cents, with 29½ to 30 cents for the superior grades, while 31 cents is asked for butter oil. A sale of 250 barrels of Paris (Texas) butter oil has just been consummated at last quotation. Exports are light, but indications point to renewed activity during the ensuing week. The reported sales for the week aggregate for crude 41,000 gallons, 5000 of which realized 25 cents in barrels. Of the foregoing, 12,000 gallons consisted of off grade at 23 to 23½ cents, while for the remaining quantity 24 to 24½ cents obtained. In bulk, nineteen tanks were disposed of at prices ranging from 19 to 21 cents, as to location and quality. Nearly 2500 barrels of prime summer yellow were sold at prices ranging from 29 to 30 cents, while 500 barrels of slightly off grade brought 28¼ cents and 150 barrels regular off grade sold at 28 cents. The following are the ruling quotations: Crude, prime, 24 to 25 cents; f. o. b. mills, 19 to 21 cents; crude, off, 23 to 23½ cents; yellow summer, prime, 29 to 30 cents; yellow summer butter, 31 to 32 cents; yell. w. summer, off, 27 to 28 cents; white summer, 31 to 32 cents; yellow winter, 36 to 38 cents; white winter, 37 to 38 cents; soap stock, per pound, 1 cent.

Cake.—Cake and meal move slowly. The foreign demand remains of a nominal character. The movement of the Gates City Oil Co. with regard to stock-feeding on hulls and cake on an extensive scale is more than likely to prove successful and to have numerous followers. It has been demonstrated that cattle fed on these products can be fattened more economically than by the use of any other feeding stuffs, and with the South successfully competing

with the West in raising cattle for food, an outlet for cake and meal possessing limitless possibilities presents itself concurrently. The mills thus being practically independent of foreign trade, and relying on a sure market at fairly remunerative figures, many of the difficulties which encompass them under present conditions would be removed. It is reported that the unprecedentedly low quotation of \$13.00 per net ton has been made in Southeastern mills, while from \$16.00 to \$16.50 for either cake or meal remain unchanged New Orleans quotations.

How to Attract Attention.

Messrs. Dusen & Bro., Crowley, La., one of the largest real-estate firms in the South write to the editor of the *Southern States* magazine as follows:

"The *Southern States* is evidently read in all parts of the country, and its readers evidently know a good thing when it is brought to their attention. It may be both interesting and useful to you to know that the advertisement we ordered inserted in it as an experiment, with some doubt as to its possible profitability, has proved one of the most successful and satisfactory experiments we have ever made. We have received letters mentioning our advertisement in the *Southern States* from, we might say, nearly every State in the Union, and we have found, by following up the letters closely (which we make it a point always to do), that the writers of them mean business, and to such there is no trouble in selling farms in this great and growing rice country, where a farmer can make the cost of his land in one or two years. We consider the cost of the advertisement insignificant in comparison with the benefit it has been to us."

The *Southern States* magazine is published by the Manufacturers' Record Publishing Co. Every land-owner in the South who desires to reach prospective buyers in the North and West should advertise in it.

Prosperity for Birmingham Industries

Industrial conditions at Birmingham, Ala., are of an encouraging nature, and the revival in business points to a year of prosperity for the factories of this place. A steel mill and a cotton mill are now under serious consideration. These two industries are being urged because of the large home demand for their products. The Birmingham Rolling Mills are daily rolling steel plates and sheets from steel bought in the North. As this has been found profitable, the possession of a source of supply at home, saving the long transit distance, would, it is argued, prove more remunerative. If other parties don't build a steel mill it seems an assured fact that the Birmingham Rolling Mills will construct such a plant; so the addition of this industry is looked upon as a certainty. The Commercial Club of Birmingham has taken up the movement to build a cotton mill and is pushing it along. Business outlook appears uniformly bright for all industries in the Birmingham section. The Alabama Rolling Mills at Gate City are soon to be in full operation. Arrangements are made for operating the puddling department, employing about 100 men, and it is expected to have all departments in operation in about a week's time, giving work to between 400 and 500 men. The Hood Machine & Foundry Co., of Birmingham, has obtained a contract to furnish 140 pairs of car-wheels, axles and boxes to be shipped to Jamaica. The equipment is to be used in fitting out the construction train of Benard & Higbee, of Kansas City, Mo., who are carrying out an extensive railroad-building contract.

A CHAMBER OF COMMERCE has been organized at Huntington, W. Va., by T. S. Scanlon, C. S. Welch and others to promote the business interests of the city.

PHOSPHATES.

Phosphate Markets.

OFFICE MANUFACTURERS' RECORD, BALTIMORE, JANUARY 10.

The phosphate market is quiet, with no movement of importance reported. Fertilizer men are not buying, except in small lots, and are waiting to see the prospects for trade in the near future. The advices from points of production show that the movement is light in both South Carolina and Florida. There is a better demand expected during the current month from both foreign and domestic sources. The receipts of phosphate at this port during the past year aggregate 94,346 tons, of which 70,852 tons were from South Carolina and 23,494 tons from Florida. The market closes steady, with prices in South Carolina as follows: Crude rock, \$3.75 to \$4.00; hot air-dried, \$4.25 to \$4.50, and ground rock, \$6.50, all f. o. b. Charleston. Florida rock is quoted \$3.25 to \$3.50 for river pebble and \$4.65 to \$4.75 for land rock, f. o. b. Tampa or Punta Gorda. The phosphate charters reported in New York are as follows: A schooner, 577 tons, from Port Royal to Elizabethport, N. J., with phosphate rock at \$1.10, and a schooner, New York to Savannah, with fertilizer at 90 cents.

FERTILIZER INGREDIENTS.

The general market has ruled quiet and the demand moderate. Manufacturers are not disposed to make large purchases at present, and are only buying to supply present wants. The leading ammoniates are easier in the West under free offerings, and buyers are holding off for lower figures. The new schedule for potash salts on 1895 contracts has been announced by the syndicate. Trade in nitrate of soda is quiet and prices a shade easier.

The following table represents the prices current at this date:

Sulphate of ammonia, gas.....	3 15@	\$3 20
Sulphate of ammonia, bone.....	3 15@	3 20
Nitrate of soda.....	2 10@	2 15
Hoof meal.....	1 95@	—
Blood.....	2 10@	—
Azotone (beef).....	2 10@	2 15
Azotone (pork).....	2 10@	2 15
Tankage (concentrated).....	1 85@	1 90
Tankage (6 and 20).....	1 85@	1 90
Tankage (7 and 30).....	15 00@	19 00
Fish (dry).....	27 00@	23 00
Fish (acid).....	15 00@	15 50

CHARLESTON, S. C., January 7.

The phosphate market here has developed little activity for several weeks past. There is a good movement of rock going on to fill back contracts, but sales are few. Inquiries are numerous, and it is expected, now that the holidays are over, business will settle down and assume a brighter aspect. There is some demand from local manufacturers, but they are mostly well supplied. The river companies are doing unusually well, and their production is increasing considerably. The European market offers the best inducements and receives their entire production. Prices are \$3.75 to \$4.00 for crude, \$4.25 to \$4.50 for hot air-dried and \$6.50 for ground rock, f. o. b. Charleston. Shipments by water for the week were: L. J. Lewis, 700 tons for Baltimore; Thos. N. Stone, 600 tons for Weymouth; F. P. Lee, 700 tons for Weymouth. In port and loading are A. D. Bacon, O. C. Schmidt, M. L. Patton, C. L. Godfrey, D. K. Baker. The shipments by water since September 1 were 28,579 tons crude and 715 tons ground rock, against 39,290 tons crude and 300 tons ground rock for same date last year.

Phosphate and Fertilizer Notes.

THE British steamship Dunmore Head, of the Head Line of steamers, sailed from Fernandina, Fla., on Monday last with 1400 tons of phosphate rock.

THE shipments of phosphate from the port of Brunswick, Ga., for the twelve months ending December 31, 1894, aggregated 69,351 tons, valued at \$693,510.

THE American bark Lizzie Carter cleared

from the port of Punta Gorda, Fla., on the 31st ult. with 1100 tons phosphate rock for Baltimore from the Peace River Phosphate Co.

THE British steamship Silverdale cleared for Bremen last week from Savannah with 726 tons of phosphate among her cargo, and the steamship Maude completed her cargo with 1000 tons of phosphate for Flume.

THE Alexandria Chemical & Fertilizer Co., of Alexandria, Va., is now clearing the ground on the extreme northeastern edge of the city for an extensive plant. The new works will occupy the site of the first plant ever built in Alexandria.

THE following vessels cleared from Charleston, S. C., last week with phosphate rock: Schooners Lida J. Lewis 811 tons, and Frank Pratt Lee with 820 tons. The total coastwise clearances of phosphate since September 1 amount to 28,579 tons, against 39,290 tons.

THE French Phosphate Co., at Luraville, Fla., has a large force of workmen putting up the machinery recently moved from Anthony. The mill will soon be in complete running order. The company has made rail connection with the Dowlings, and are now shipping its phosphate rock via Live Oak instead of Ellaville as heretofore.

MR. C. E. Foy has tendered his resignation as cashier of the Citizens' Bank of New Berne, N. C., and will engage in the fertilizer business with Messrs. James G. Tinsley & Co., of Richmond, Va., who are among the largest importers and manufacturers in the South. They will establish a branch business of the Richmond house on quite an extensive scale in New Berne, with Mr. Foy at the head of the branch.

AN ordinance has been introduced in the city council of New Orleans granting to the Southern Chemical & Fertilizing Co. of that city, and to their successors and assigns, for a period of ninety-nine years, the right to maintain and operate a single or double railroad track. The line will extend over portions of the proposed belt railroad, and will connect with the Crescent City and People's slaughter-houses. The tracks will be laid on lines and levels furnished by the city engineer.

THE fertilizer works of Griffith & Boyd and the acid works of G. H. & C. T. Davidson, of Baltimore, were destroyed by fire on the night of the 6th inst. The firm of Griffith & Boyd will begin to rebuild as soon as the insurance is adjusted. The loss is estimated at \$45,000, with insurance of \$37,500. Messrs. G. H. & C. T. Davidson are awaiting the settlement of insurance before making plans for the future. The firm will probably rebuild. Their loss is about \$45,000, with insurance of \$35,000.

THE following shipments of phosphate were made from Port Tampa, Fla., during the month of December: Schooner Major Pickands for Baltimore with 1482 tons from Terraceia Phosphate Co.; bark Swansea Castle for Swansea with 889 tons from Anglo Continental Works; steamship Marianna for Ipswich with 2024 tons from Florida Phosphate Co. (Limited); steamship Terra for Birkenhead with 1016 tons from Land Pebble Phosphate Co.; schooner Clara Goodwin for Baltimore with 1378 tons and schooner Benjamin C. Frith with 1288 tons, both from Bone Valley Phosphate Co., and schooner Carrie A. Lane for Baltimore with 1203 tons from the Florida Engineering Co.; total for the month 9280 tons.

THE fertilizer manufacturers of Baltimore met last week in the Chamber of Commerce Building and effected an organization to be known as the Association of Fertilizer Manufacturers of Maryland. Mr. W. S. Powell, of the Powell Fertilizer & Chemical Co., was elected president; Mr. R. A. Wooldridge, of the Wooldridge Fertilizer Co., vice-president, and Mr. W. R. Griffith, secretary and treasurer, with an

executive committee composed of Mr. Henry S. Zell, of the Zell Guano Co.; W. H. Detrick, of the Detrick Fertilizer Co.; W. S. Farmer, of W. S. Farmer & Co., and Mr. W. R. Griffith. The objects of the association are to correct existing abuses in the trade, to equalize prices and make uniform contracts and credits.

THE Peace River Phosphate Mining Co., previously mentioned as incorporated, has completed its organization. The company has a capital stock of \$1,250,000 already paid in, with permission to increase its stock to \$5,000,000 if desired. The organization of this company is the most important movement in phosphate circles which has taken place in many months. The four companies which make up the consolidation are the Peace River Phosphate Co., De Soto Phosphate Mining Co., Arcadia Phosphate Co. and the Charlotte Harbor Phosphate Co., each of which has been acquired by actual purchase. The new company controls about ninety miles of the bed of Peace river and the adjacent valley, amounting in all to about 24,000 acres of phosphate land. The territory of the company begins at Bowling Green and ends at Charlotte Harbor, Punta Gorda being the shipping port. The following officers and directors have been elected: President Joseph Hull, of Savannah; vice-president, M. F. Knudson, of New York; treasurer, R. W. Patterson, of New York; secretary and assistant treasurer, H. P. Richmond, of Savannah; directors, George W. Scott, of Atlanta; H. M. Comer, Joseph Hull and H. M. Comer, Jr., of Savannah; R. W. Patterson and M. F. Knudson, of New York.

THE phosphate shipments from the port of Fernandina were not of great volume during the latter quarter of the year 1894. The market generally has been quiet, and development somewhat restricted. Many plants have been closed down for repairs, and the demand, both domestic and foreign, has been somewhat limited. The phosphate shipments, however, from Fernandina have steadily increased since 1890, and the new year opens with the outlook quite encouraging. The recent appropriation for jetty work has been productive of great results, and vessels drawing from twenty to twenty-three feet can pass safely over the bar. The following charters are recorded for the present month: Steamship Teelin Head will take a cargo of phosphate for the Cie des Phosphate de France, steamship Glendower for Pickford & Winfield, steamship Holywood for B. Arentz & Co., and the schooners Warren Adams and Blanche Hopkins for the Pebble Phosphate Co. The following table represents the shipments of phosphate from the port of Fernandina for 1893 and 1894:

Month.	1893.	1894.
January.....	6,493	8,850
February.....	10,824	2,020
March.....	13,100	13,668
April.....	5,010	23,660
May.....	16,220	8,748
June.....	2,946	12,489
July.....	7,519	28,018
August.....	11,681	16,057
September.....	8,387	9,626
October.....	17,409	3,003
November.....	13,003	2,680
December.....	13,757	6,720
Total, tons.....	126,349	135,599

6000 Acres of Coal Lands.

The Ohio & Kentucky Railway Co. has been incorporated to build from Morehead, in Rowan county, to Walnut Grove, in Morgan county. It is stated that this line, when built, will bring some of the finest canal coal in the United States to market. R. M. Broas, of New York, is in a syndicate which has secured about 6000 acres. Some of the parties interested include H. S. Little, W. De Walbridge, L. N. Lovell, G. W. Carr, M. Baxter, Jr., J. W. D. Downs and R. M. Broas. The principal office is in New York. The property is principally in Morgan county.

FINANCIAL NEWS.

A Prominent New York Banker.

As the head of the well-known New York banking-house of Clapp & Co., O. W. Clapp is a prominent figure in the financial circles of the metropolis. "Milling," of Chicago, published in its December issue an appreciative sketch of Mr. Clapp. His father, who was born at Northampton, Mass., was one of a colony of abolitionists who emigrated to Northern Illinois. The subject of the sketch was born in Lee county, in that State, in 1836. His father, being a farmer and a money lender, the formative influences of his youth were such as to develop a sturdy mind and habits of industry, economy and thrift, as well as an ambition for a broader experience with the affairs of the world. In 1857 he located in Chicago, and the following year joined the Chicago Board of Trade, then in its infancy. It is with a good deal of pride that Mr. Clapp presents the claim of being the only living member of this organization whose membership has been continuous since that period without suspension for any cause, and possessing the yearly membership cards carrying the signature of each president during all these years. After the great Chicago fire Mr. Clapp's executive ability and business tact were illustrated by the effective manner in which he handled and distributed the almost unlimited merchandise contributions sent to the sufferers from this disaster. It was in 1887 that he founded the banking-house of Clapp & Co. in New York city. Dwight O. Clapp, his son, became an active partner in 1888, and later a member of the New York Cotton Exchange. This union of forces has brought the concern into the front ranks of reputable banking-houses. A feature of its business is the issuance of weekly market letters, which have proven of noteworthy value to those interested in the course of stocks, giving fresh, authentic facts of pertinent value in forecasting market movements. The business of the house includes the buying and selling of municipal and railway bonds and bank stocks, and the execution of orders on the different exchanges. A banking department is also operated, and 3 per cent. interest on deposits is allowed.

New Financial Institutions.

The People's Vehicle Accident Insurance Co. of Baltimore has been incorporated by Jacob G. Hartman, Frank V. Rhodes and others. The capital stock is \$10,000.

A charter has been granted to the Fidelity Live Stock Insurance Co., of Maryland, office, Baltimore, with John W. Brosius, Matthew S. Brennan and J. M. Douglas as incorporators.

The Bank of West Feliciana has commenced business at Bayou Sara, La., with Samuel McC. Lawrason as president, and E. J. Buck, cashier.

New Bond and Stock Issues.

The Hot Springs (Ark.) Inclined Railroad Co. has issued \$150,000 of 5-20-year 6 per cent. bonds. Of this amount \$75,000 have been sold. B. F. Small & Co., of St. Louis, Mo., are placing the balance.

A collateral mortgage has been executed by the Baltimore Traction Co. to Maryland Trust Co. as trustee for \$750,000 to secure an issue of 5 per cent. five-year bonds. The proceeds of the new bonds are to pay off floating debt incurred by extensions and improvements and to furnish funds for further betterments.

The Cumberland Lands Co., Clarksville, Tenn., has recorded a mortgage in Stewart county for £20,000 sterling.

Application will be made to the North Carolina legislature by citizens of Mecklenburg county for the granting of authority

to the county commissioners to submit to a vote of the people a proposition to issue road-improvement bonds. Thirty-year 5 per cent. bonds to the amount of \$200,000 are proposed.

The issue of \$700,000 first-mortgage 5 per cent. 30 year bonds of the Metropolitan Railroad Co., of Washington, D. C., has been subscribed for.

The stockholders of the West Virginia Central & Pittsburgh and Piedmont & Cumberland Railroads have voted to endorse the bonds of the Baltimore & Cumberland Railway Co. to the extent of their issue, \$3,000,000.

The \$50,000 of 6 per cent. bonds given by Orangeburg, S. C., to the Atlantic Coast Line in return for a like amount of stock in the Manchester & Augusta Railroad, as an inducement for building that line to Orangeburg, have been issued.

Interest and Dividends.

The Shenandoah National Bank of Winchester, Va., has declared a dividend of 5 per cent.

A dividend of 16 per cent. has been declared by the Anniston (Ala.) Pipe Works.

A semi-annual dividend of 4 per cent. has been declared by the Merchants' Bank of Valdosta, Ga.

A semi-annual dividend of 5 per cent. has been declared by the First National Bank of Cumberland, Md.

Semi-annual dividends of 3 per cent. have been declared by the First National Bank and the Merchants' National Bank, both of Montgomery, Ala. The Bank of Montgomery declared a 6 per cent. dividend.

First National Bank, Gastonia, N. C., declared a semi-annual dividend of 4 per cent.

Danville (Va.) Storage Warehouse has declared a semi-annual dividend of 3½ per cent.

A dividend of 10 per cent. has been declared by the Bank of Hampton, S. C.

A semi-annual dividend of 3 per cent. has been declared by the Atlanta & West Point Railroad.

The National Bank of Greensboro, N. C., has declared a semi-annual dividend of 5 per cent. The Bank of Guilford, at the same place, declared a semi annual dividend of 3 per cent.

The First National Bank and the Farmers' Loan & Trust Co., Stanford, Ky., have paid semi-annual dividends of 3 per cent.

Semi-annual dividends at Portsmouth, Va., include Bank of Portsmouth, 3½ per cent.; People's Bank, 3 per cent., and Merchants and Farmers' Bank, 4 per cent.

Central National Bank and the Loan and Exchange Bank of South Carolina, of Columbia, S. C., have declared semi-annual dividends of 3 and 4 per cent., respectively.

Semi-annual dividends by Baltimore corporations include, besides those mentioned last week, the Associated Firemen's Insurance Co., 4 per cent.; Third National Bank, 2½ per cent., and the German-American Fire Insurance Co., 3 per cent.

A dividend of 1½ per cent. has been declared by the West Virginia Central Railroad, and a dividend of 6 per cent. by the Piedmont & Cumberland Railroad.

A dividend of 6 per cent. has been declared by the Chesapeake Knitting Mills, of Norfolk, Va. The Norfolk National Bank has declared a semi-annual dividend of 3½ per cent.

A 4 per cent. semi-annual dividend has been declared by the Citizens' National Bank, Pensacola, Fla.

The fifteenth consecutive semi-annual dividend of 5 per cent. has been declared by the Lynchburg (Va.) National Bank.

An annual dividend of 11 per cent. has been declared by the Citizens' Bank of Carroll, Hillsville, Va.

Additional semi-annual dividends at New Orleans, La., include Bank of Commerce, 3 per cent.; Germania Insurance Co., 5 per

cent.; Merchants' Insurance Co., 4 per cent.; Peoples' Bank, 4 per cent.; Louisiana National Bank, \$4.00 per share. Other dividends are: Whitney National Bank, 4 per cent.; American National Bank, \$3.00 per share; New Orleans City & Lake Railroad, 4 per cent.; Crescent City Railroad, 3 per cent.

The National and Commercial National Banks of High Point, N. C., have declared semi-annual dividends of 4 per cent.

Semi-annual dividends at Savannah, Ga., are: Southern Bank of Georgia, 5 per cent.; Merchants' National Bank, \$3.00 per share; National Bank of Savannah, 3½ per cent.; Brush Electric Light & Power Co., \$3.00 per share. A dividend of \$4.00 per share has been declared by the Savannah Brewing Co.

Galveston (Texas) semi-annual dividends are: First National Bank, 6 per cent.; Improvement & Loan Co., 4 per cent.; Savings & Loan Co., 4 per cent.; Galveston National Bank, 4 per cent.; Texas Guarantee & Trust Co., 4 per cent.; Texas Land & Loan Co., 3 per cent. The Galveston City Railroad Co. declared a dividend of twenty-five cents per share, and the Citizens' Loan Co. 3½ per cent.

Further semi-annual dividends at Louisville, Ky., are: Union National Bank, 3 per cent.; Kentucky Heating Co., 3 per cent., and the German Security Bank, 4 per cent.

Financial Notes.

THE stockholders of the defunct First National Bank of Johnson City, Tenn., have been assessed to the full amount of stock for the benefit of the depositors.

THE stockholders of the Citizens' Bank of Valdosta, Ga., have reduced the capital stock from \$150,000 to \$120,000.

AT a special meeting of the Canton Company, to be held in Baltimore on January 16, action will be taken on the disposition of funds on hand, amounting to \$800,000. The company has no obligations other than its stock indebtedness, of which there are now outstanding about 33,300 shares. If distributed to the stockholders this fund would make a dividend of \$24.00 per share.

A SYNDICATE has purchased 260 shares in the People's National Bank at Charlottesville, Va., for \$140 per share.

REPORTS to the State auditor show that there are now sixty-three State banks in Mississippi, with aggregate capital of \$3,278,775. In 1888, the first year in which reports were required to be made to the auditor, the number of State banks amounted to thirty, with a total capital of \$1,660,148.47.

Iron Markets.

CINCINNATI, January 5.

Writing at the close of the first week in the new year, there is nothing but conjecture to say as to the market. No facts of importance have yet developed. There is a decidedly better inquiry for iron than during December, but this is not saying much for December was one of the duller months of the old year. Manufacturing concerns generally are preparing for work on a larger scale than they did in 1894, and there is every reason to believe they will not be disappointed in their calculations. A good deal is said of the effect of the weak spots in our currency system, resulting in loss of confidence and withdrawal of foreign capital, as retarding the expected recovery. More direct and natural causes, however, are at work, and their operation is plainly visible. The principle one is the process of voluntary liquidation following the experience of the panic. From the farmers in the West and South to the trading classes and manufacturers, there is something approaching a craze to reduce all forms of obligations to a minimum and get out of debt. The testimony of country banks is that in spite of low-priced wheat,

the farmers are borrowing much less than formerly, and generally are paying their mortgages to an extent not before known. The treasurer of a large life insurance corporation having extensive loans in Kansas stated this week that their loans had been paid at maturity in that State in a way that was unexpected and unprecedented. In manufacturing lines the universal desire is to do business on a cash basis, and to restrict operations within limits that will permit it. Where formerly settlements for pig iron and steel ran about half cash and half on three or four months' time, it is now the general testimony of agents and dealers that fully 90 per cent. of all transactions are cash. While this mood prevails it is not likely that we shall see any great expansion in business operations. It is, of course, a most healthful sign, and it pre, ares the way for solid and prosperous operations later on.

One pipe concern has closed contracts during the week for 4500 tons of iron, all of which was taken by Southern sellers at a shade below what is understood to be the schedule of prices. One Indiana car company closed a contract for 500 cars near the end of the week, and inquiries are out for several further lots of 200 to 500 cars each. Furnaces refuse to make material concessions in prices, feeling confident that there will be improvement as the new year advances, and certain that matters can get no worse. We make no change in quotations.

We quote for cash f. o. b. cars Cincinnati:

Southern coke No. 1 foundry.....	\$ 9 75@ \$10 00
South. coke No. 2 fdry. and No. 1 soft.....	9 25@ 9 50
Hanging Rock coke No. 1.....	12 00@ 12 50
Hanging Rock charcoal No. 1.....	16 00@ 17 00
Tennessee charcoal No. 1.....	14 00@ 14 55
Jackson county stone coal No. 1.....	14 50@ 15 00
Southern coke, gray forge.....	8 00@ 8 50
Southern coke, mottled.....	8 25@ 8 75
Standard Alabama car-wheel.....	15 75@ 16 50
Tennessee car-wheel.....	15 50@ 16 75
Lake Superior car-wheel.....	14 00@

We quote for cash f. o. b. Philadelphia:

Standard Alabama No. 1 X.....	\$11 50@ \$12 00
Standard Alabama No. 2 X.....	11 00@ 11 50
Strong lake ore coke iron No. 1 X.....	13 50@ 14 00
Strong lake ore coke iron No. 2 X.....	12 50@ 13 00
Lake Superior charcoal.....	15 00@ 15 50
Standard Alabama C. C. W.....	18 00@ 18 50

We quote for cash f. o. b. New York:

No. 1 standard Southern.....	\$11 50@ \$12 00
No. 2 standard Southern.....	11 00@ 11 50
No. 1 standard soft.....	11 00@ 11 50
No. 1 foundry lake ore coke iron.....	13 50@ 14 00
No. 2 foundry lake ore coke iron.....	12 50@ 13 00
Lake Superior C. C.....	15 00@ 15 50
Southern C. C. C. W.....	18 00@ 18 50

ST. LOUIS, January 5.

The new year starts off with considerable inquiry in the iron market. A number of railroad contracts for cars are pending, and within a fortnight contracts have been placed by Western roads aggregating 2000 or 3000 cars.

For several months the car-builders have struggled along with comparatively small orders—not enough to run their shops even on half time. The rolling mills have suffered in consequence. The railroads have delayed ordering new cars, and now they are actually in want of them, and must have them quick. All this will result in good to every branch of the iron trade.

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	\$10 75@ \$11 25
Southern coke No. 2.....	10 00@ 10 25
Southern coke No. 3.....	9 75@ 10 00
Southern gray forge.....	9 50@ 9 75
Southern charcoal No. 1.....	14 00@ 14 50
Missouri charcoal No. 1.....	12 50@ 13 00
Ohio softeners.....	14 00@ 14 50
Lake Superior car-wheel.....	15 50@ 16 00
Southern car-wheel.....	16 75@ 17 00
Genuine Connellsville coke.....	4 50
West Virginia coke.....	4 50

We quote for cash delivered Boston:

Alabama No. 1 foundry.....	\$12 00@ \$12 25
Alabama No. 2 fdry. and No. 1 soft.....	11 50@ 11 75
Alabama No. 3 fdry. and No. 2 soft.....	11 00@ 11 25
Alabama No. C. C. car-wheel.....	18 50@ 19 00
Strong L. S. coke iron No. 1 foundry.....	14 25@ 14 75
Lake Superior charcoal car-wheel.....	16 50@ 17 00
American-Scotch (Northern) No. 1.....	14 50@ 15 00
Jackson county silvery No. 1.....	17 25@ 18 00

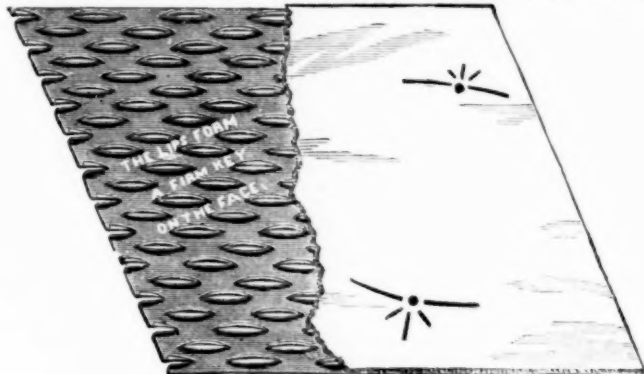
ROGERS, BROWN & CO.

THE city of Memphis, Tenn., begins the year 1895 without any floating debt whatever. During 1894 about \$1,000,000 was spent in new buildings in the city, including an \$80,000 theatre and a \$75,000 bank. This does not include the extensive plant of the Memphis Car & Foundry Co. at Binghamton, in the suburbs, built during the year.

MECHANICAL.

Laurie Fire-Proof Lath.

Modern building construction calls for the employment of every practicable defense against fire. An item of this nature which builders will find an efficient adjunct



LAURIE FIRE-PROOF LATH.

is the use of metal laths. Possessing all the advantages of the wooden lath, requiring less labor in applying and giving a fire-proof partition to each room, the advantages of this lath can be readily appreciated. Costly residences and homes filled with valuable furniture, rich art works, etc., are given additional security by such construction, and business buildings are given

curved outward and forms a key on the face; through this sufficient mortar will pass to form a key on the back without any waste of material. This lath is well adapted for ceilings and cornices; also for side walls and solid partitions, the latter being, it is said, perfectly rigid when plastered, yet only one and a-half inches thick when finished.

These partitions are constructed by using three-quarter-inch channel-iron studding, to which is wired the Laurie metal lath. Such partitions, it is considered, are a great saving, both in room, weight of material and cost of finished partitions.

The manufacturers recently received a letter from J. E. John, of Shreveport, La., in which the adoption of this lath is cred-

machine is specially designed for boring heavy forgings and cutting out holes from solid steel plates. The construction of the tool is of very heavy design, and all parts are proportioned to give perfect satisfaction in doing the heaviest work. The spindle is of forged steel and has a taper-hole in the end for large drills, likewise threads on the outside for tool-holding heads. The spindle measures six inches on the bottom and four inches on the top end. It is counterbalanced and has four changes of automatic feed, but can also be fed down by hand; quick return-wheel or lever, same as on the standard drills made by this company. The distance between the housings on the machine shown is three feet, but this distance can be varied to suit the requirements of the case. The

it is believed to be an indispensable tool in planing mills, sash, door and blind factories, furniture, coffin, wagon and buggy shops, and in fact most any woodworking industry making brackets or work of similar character. The frame is heavy, thoroughly braced, has wide floor support with an extension to carry outside bearing for shaft, and is made in one piece. The table is very substantially supported, made of strips of hard wood glued together and measures 32x34 inches.

The shaft and crosshead are made of hammered steel, the former running in long bearings with best Babbitt, while the latter slides in brass ways with oil chambers. Both are provided with facilities for oiling and for taking up all wear. The crank-wheel is perfectly balanced, and its wrist-



IMPROVED SCROLL SAW.

ratio of the bevel gear and pinion is four to one, the gear being twenty-four inches in diameter, the pinion six inches in diameter, both three inches face and machine cut. The back gears are very heavy, four and three pitch gears, with the ratio of six and a-half to one. The cone pulleys are eighteen, fifteen and a-half, thirteen and ten and a-half inches in diameter and four and three-quarters inches face. Tight and loose pulleys are twenty-two inches in diameter and five inches face. The machine will weigh fully 9000 pounds, and is guaranteed by the maker in every detail. Any further information will be sent on application to the manufacturer.

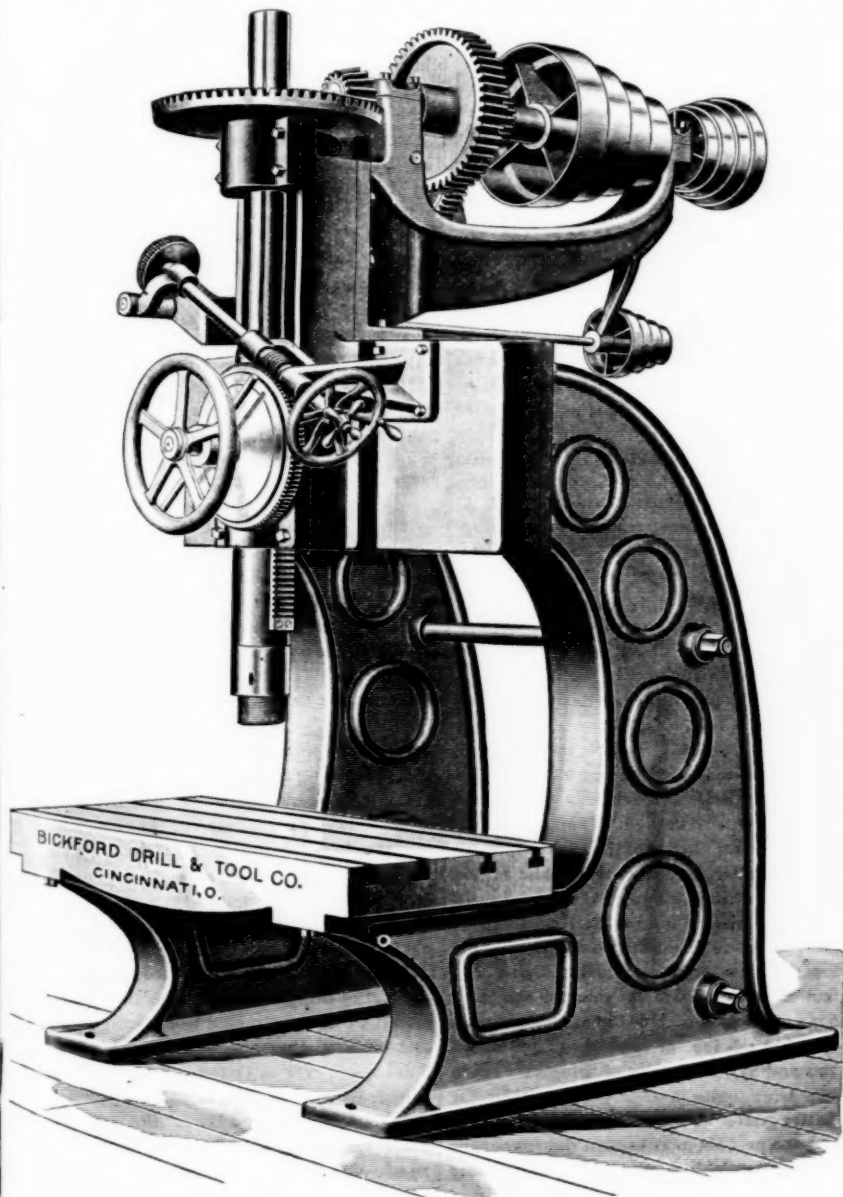
Improved Scroll Saw.

The improved scroll saw shown herewith is designed, as its name implies, for scroll or internal sawing. For this class of work

pin made of steel. Pitman is made of second-growth hickory, made light but peculiarly strong. Such an arrangement, it is said, causes the machine to run without jar under high speed. By the aid of belt-shifter and brake the machine may be instantly stopped.

The adjustable strain is very simple, consisting of two spiral springs and levers to which the saw strap is attached. Provisions are made to increase or decrease the tension on blade, and a blower furnished to remove the dust, so that trace lines (on the work before the operator) are always visible.

With each machine is furnished one dozen assorted width blades, oilers for slides and wrenches. The tight and loose pulleys run between bearings, are 8x3½ inches, and should make from 900 to 1000 revolutions per minute. The weight of the machine is 550 pounds. They are built by the Indiana Machine Works, Fort Wayne, Ind.



EXTRA HEAVY BORING AND DRILLING MACHINE.

greater protection. We illustrate the Laurie fire-proof metal lath, which is meeting with much popularity. It is made by J. E. Bolles & Co., Detroit, Mich. The best sheet steel is used in its manufacture. This is passed through a machine the same as a board through a planer, which at one operation forms an opening with a lip around it on the face side. This lip is

ited with saving the writer's home from destruction by fire.

Extra Heavy Boring and Drilling Machine.

The illustration shown herewith represents the new boring and drilling machine just placed on the market by the Bickford Drill & Tool Co., Cincinnati, Ohio. The

BICKFORD DRILL & TOOL CO.
CINCINNATI, O.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department, on pages 370 and 371.]

Lumber Directory.

Readers of the MANUFACTURERS' RECORD who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

Buying Up Nova Scotia Timber Lands.

A special from New York states that one of the largest deals in lumber on record has just been completed. It includes the purchase of 860,000 acres of Nova Scotia timber lands, together with sixteen lumber mills, all in operation and with established markets in England. It is stated that the syndicate back of this is composed of unusually strong men in the financial world. They include Charles R. Flint and H. B. Hollins, of New York; Charles L. James, of James & Abbott, of Boston; W. A. Boland, of Boston; W. A. Taft, head of the Export Lumber Co., of Boston, and Louis A. Hall, one of the leading lumbermen of Michigan. The company is to be known as the Dominion Lumber Co., Limited. Its capitalization is several million dollars. When the new tariff bill, which provides for free lumber where there formerly had been a \$2.00 duty on it, went into effect, the negotiations were vigorously pressed, and can now be said to be completed.

LUMBER MARKET REVIEWS.

Baltimore.

OFFICE MANUFACTURERS' RECORD, BALTIMORE, January 10.

A very moderate business throughout the local lumber market has been the rule during the past week. There is very little demand at the moment, and manufacturers and others interested are winding up the affairs of the old year. There has been some inquiry for certain grades of yellow pine, and stocks are ample for the present demand, while prices show a tendency towards a higher range. The business in white pine is somewhat improved, with values steady and unchanged. The hardwood market is quiet, with a fair inquiry from out-of-town buyers, which is expected to result in some business in the near future. The export trade continues to look more favorable under the encouraging advices from the European market. Stocks at all primary points in Great Britain and the Continent are considerably reduced, and desirable consignments are now being sold at fair values compared with late business. The local woodworking factories and planing mills generally are preparing to start up for the new year and a good trade is anticipated.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE.	
5-4x10 No. 2, kiln dried.....	\$15 00@ 17 00
5-4x12 No. 2, " " " " " "	17 00@ 18 00
4-4x10 No. 1, " " " " " "	16 00@ 17 00
4-4x12 No. 1, " " " " " "	17 00@ 18 00
4-4 narrow edge, No. 1, kiln dried.....	13 50@ 14 50
4-4 wide edge, " " " " " "	18 50@ 19 50
6-4x10 and 12, " " " " " "	23 50@ 24 50
4-4 No. 1 edge flooring, air dried.....	13 50@ 14 50
4-4 No. 2 edge flooring, " " " " " "	10 00@ 11 00
4-4 No. 1 12-inch stock, " " " " " "	14 00@ 15 00
4-4 No. 2 " " " " " "	12 00@ 13 00
4-4 edge box or rough wide " " " " " "	9 00@ 10 00
4-4 " " (ordin'y widths) " " " " " "	8 00@ 8 50
4-4 " " (narrow) " " " " " "	7 50@ 8 00
4-12-inch " " " " " "	10 00@ 10 50
3/4 narrow edge " " " " " "	6 00@ 6 50
3/4 wide " " " " " "	6 50@ 7 50
3/4 10x16 wide " " " " " "	9 00@ 10 00
Small joists, 2 1/2"-12, 14 and 16 long.....	7 50@ 9 00
Large joists, 3-16 long and up.....	9 00@ 9 50
Scantling, 2x3-16 and up.....	8 00@ 9 00
WHITE PINE.	
1st and 2d clear, 4-4, 5-4, 6-4 and 8-4.....	48 00@ 50 00
3d clear, 4-4, 5-4, 6-4 and 8-4.....	43 00@ 44 00
Good edge culls.....	14 50@ 15 50
Good stock.....	16 00@ 17 00
CYPRESS.	
4-4x6, No. 1.....	20 00@ 21 00
4-4x6, No. 2.....	15 50@ 16 50
4-4x6, 16 feet, fencing.....	11 50@ 12 50
4-4x6, rough.....	9 50@ 10 00
4-4 rough edge.....	9 00@ 9 50
4-4 edge, No. 1.....	18 50@ 19 50
4-4 edge, No. 2.....	12 00@ 13 00
Gulf, 4-4, Nos. 1 and 2.....	29 00@ 31 00
Gulf, 6-4, Nos. 1 and 2.....	31 50@ 32 50

HARDWOODS.

Walnut.	
5-8, Nos. 1 and 2.....	65 00@ 75 00
4-4, Nos. 1 and 2.....	80 00@ 90 00
5-4, 6-4 and 8-4.....	85 00@ 95 00
Newell stuff, clear of heart.....	85 00@ 100 00
Culls.....	20 00@ 30 00
Oak.	
Cabinet, white and red, Southern, plain-sawed and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....	29 00@ 33 00
Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	53 00@ 55 50
Culls.....	10 00@ 15 00
Poplar.	
Nos. 1 and 2, 5-8.....	24 00@ 25 00
" " 4-4.....	28 00@ 30 00
Nos. 1 and 2, 6 and 8-4.....	32 50@ 33 50
Culls.....	14 50@ 15 50
SHINGLES.	
Cypress, No. 1 hearts, sawed, 6x20.....	7 25@ 7 50
No. 1 saps, sawed, 6x20.....	5 50@ 6 00
No. 1 hearts, shaved, 6x20.....	6 50@ 7 00
No. 1 saps, shaved, 6x20.....	5 00@ 5 50
LATHS.	
White pine.....	2 60@ 2 65
Spruce.....	2 15@ 2 20
Cypress.....	2 15@ 2 20

Norfolk.

[From our own Correspondent.]

NORFOLK, VA., January 8.

The new year opened with a marked improvement in the lumber industry and a fair activity in nearly every avenue of the market in this section. The recent severe weather has checked operations to a great extent, and it was almost impossible to handle lumber during the severe frosty temperature prevailing. The general condition of the market is considerably changed, and the demand is more pronounced and is mostly for prompt delivery. Receipts are light and stocks at all the mills are considerably reduced, so that with an increased demand, which is now quite possible, it would tax the various concerns to fill orders promptly. The demand, although moderate, is principally for 4-4 box lumber, 10-inch stock, with a good inquiry for edge and 12-inch box. Box factories and planing mills are all busy, and in nearly all sections of the saw-milling district there is increased activity among the mills. There is a good movement in dressed lumber, and the demand is now fairly active. The indications are that values will be firmer during the next thirty days, and many prominent lumbermen look for an advance all along the list. There is an improvement in the freight market, and rates are firmer at \$2.50 to \$3.00 for New York and sound ports. The Tunis Lumber Co. will hold its annual meeting tomorrow in this city, when matters relating to the industry will be fully discussed. The Cummer Lumber Co., of this city, has completed the improvements to its extensive mill property in Berkley. The mill is one of the largest of the kind today in the South, and will give employment to over 200 hands. The company resumed operations today. Hart & Bro.'s saw mill, which has been closed down for ten days, started up on the 3d inst.

Charleston.

[From our own Correspondent.]

CHARLESTON, January 8.

There is a better tone to business throughout the general lumber market, and the volume of trade shows signs of decided improvement. The demand, however, just at present is only moderate, and at this period of the season lumbermen do not expect a large trade. Advices from milling points adjacent to this city show that mills are all generally employed, and have more orders on file than usual. There is a considerable trade being cultivated in cross-ties, for which there is a good demand from railroads. The foreign export business is limited at present, and the principal demand for lumber comes from New York and other Northern ports. Prices continue steady and unchanged, and merchantable lumber is quoted \$14.00 to \$16.00 for city-sawed, \$12.00 to \$14.00 for railroad; square and sound, \$9.00 to \$13.00 for railroad, \$8.00 to \$11.00 for raft. Dock timber is quoted \$4.40 to \$6.50; shipping, \$8.50 to \$10.50. There is a fair demand for shingles at \$5.00 to \$7.00 per thousand. The clearances of lumber during the past week were the schooners A. H. Howe with

305,532 feet of lumber, and Clara E. Bergen with 385,000 feet. The total clearances since September 1, 1894, amount to 21,579,131 feet coastwise and 419,523 feet foreign, making an aggregate of 21,998,654 feet, against 15,611,439 feet for the corresponding period in 1893-94. Coastwise freights show very little change, and rates are a shade firmer at \$4.75 to New York and \$4.25 to Philadelphia; cross-ties, 11 to 11 1/2 cents each.

Savannah.

[From our own Correspondent.]

SAVANNAH, GA., January 7.

A steady improvement may be recorded in the local lumber market during the past week, and the movement is of a more decided character. A number of inquiries from out-of-town buyers have been received during the week, and Northern buyers are in the market for some large orders for prompt and near future delivery. In milling sections of the State business is looking up, and orders are more numerous with most of the mills. Prices, however, do not seem to improve, but at present values the market is firm. Ordinary lumber is still quoted \$11.00 to \$12.00; difficult sizes, \$13.00 to \$18.00; flooring boards, \$15.00 to \$22.00; shipstuffs, \$16.50 to \$20.00, and sawn ties, \$10.00. The clearances for the week were as follows: Schooner E. A. Sanchez for Baltimore with 310,743 feet of pitch-pine lumber, and the schooner A. D. Lamson for the same port with 318,097 feet; the clearances by the various steamship lines to New York and other points were light, consisting of about 260,000 feet. The market for charters is steady, with a fair offering of handy-sized tonnage. The charters reported in New York were as follows: A schooner, 1068 tons, Savannah to Perth Amboy with 44-foot ties, 15 cents, and a schooner, 654 tons, Savannah to New York or Philadelphia with 44-foot ties at same rate; a schooner, Savannah to New York or Philadelphia with 44-foot ties at 14 cents, option of part cargo of timber at \$1.25. Steamer rates to New York and Philadelphia are still quoted \$7.00, to Boston \$8.00 and Baltimore \$5.00.

Jacksonville.

[From our own Correspondent.]

JACKSONVILLE, FLA., January 5.

The lumber industry of the port during the year 1894, just closed, shows, notwithstanding the general depression throughout the country, a gratifying increase over the previous year. The general business of the port has increased about 25 per cent., due largely to improvements in the river. The increase in depth of the bar during the year has been five feet, or from fourteen to nineteen feet. A steady increase in shipments of lumber since August last has been the rule, when in December last the largest business was recorded. The coastwise shipments for that month were 6,988,456 feet of lumber, 12,000 cross-ties and 11,400 shingles, while the foreign clearances were 1,052,105 feet of lumber and 15,000 shingles. The total coastwise shipments for the year 1894 aggregated 67,150,215 feet of lumber, 2,678,241 shingles and 168,675 cross-ties. Foreign shipments amounted to 7,862,496 feet of lumber, 11,458 cross-ties and 87,000 bundles of shingles. There has been quite a steady demand for the better grades of manufactured lumber during the past six months, and the year opens with the outlook more encouraging in many respects. Prices are steady, and holders are generally firm in their views, refusing to make concessions except in special cases. Freights are quiet and unchanged, with a moderate offering of handy-sized vessels. During the week a schooner, 303 tons, was taken in New York to load at this port for San Domingo at \$6.00. The clearances of lumber during the past week were as follows: Steamship Algonquin for New York with 300,000 feet and 2000 bundles of shingles; steamship Yemassee for New

York with 12,000 feet; schooner Charles H. Woolsten for St. Pierre, Martinique, with 257,702 feet of lumber and 10,000 bundles of shingles; schooner Mary J. Russell for New York with 312,000 feet of yellow pine. The steamships Bowden and Volusia from Philadelphia and Seminole from New York are entered, and will all take out lumber among their cargoes.

Brunswick.

[From our own Correspondent.]

BRUNSWICK, GA., January 8.

The lumber and timber market at this point has shown considerable activity during the week, and the new year opens with a fairly active demand and prices about steady, with a narrow margin of profit. The various saw mills, both here and throughout the milling section of the State, are nearly all running on full time. There is a fair inquiry for certain grades of lumber from the West Indies and South America, and a number of cargoes are booked for these points. The latest enterprise talked of for this city is the removal of the large cypress mill from Ludington, Mich. Mr. W. S. Taylor is at present in this city on a visit, and it is stated that Messrs. O. N. Taylor & Son have purchased a milling site in Glynn county, two and a-half miles from this city, which includes a portion of the Lamb and Smith lands on Back river. The Messrs. Taylor will remove at once their very extensive cypress mill to Brunswick, and the whole plant put in perfect condition for immediate operation. Several other important deals in timber land are reported, particulars of which are not given to the public. In the shipments of lumber last week the following vessels are reported: The Russian bark Hoppel with 400,000 feet of lumber for Brake, from the Hilton-Dodge Lumber Co., and bark Stephen G. Hart for Providence with 410,000 feet of lumber from Madonough & Co. Among the arrivals to load lumber are the following schooners: James B. Ogden from New York, Edward H. Blake from Providence, William H. Skinner from Jacksonville, S. G. Haskell from Port Royal; Spanish bark Villa de Sitgas from Havana, and bark Lalla from London to load for Rio Janeiro.

Beaumont.

[From our own Correspondent.]

BEAUMONT, TEXAS, January 5.

The situation in lumber here is much the same as last week. Orders are plenty, and, in fact, the demand is much better than manufacturers like at the present scale of prices. The volume of trade, however, is not great at this period of the season, and millmen have hardly forgotten the holidays. There are a good many inquiries out for timbers, and the new year is opening up with a good inquiry for all classes of material. Everyone engaged in the industry seems to take a better view of the situation, and the hope is indulged in that in the near future there will be a good general demand at better figures than those now ruling. A very fair contract was filed last week by the Reliance Lumber Co. with the Georgetown & Granger Railroad for 3,000,000 feet of railroad timbers and ties. The road is to be constructed from Georgetown east to a connection with the Missouri, Kansas & Texas at Granger. The lumber shipments from this point for 1894 show a considerable decrease over the previous year, amounting to 16,013 cars, against 19,080 cars in 1893, which means a decrease in sales of 30,000,000 feet. At Orange the year opens with business quiet and orders for lumber rather lighter than usual. The prices at this point, like all others, have ruled very low, and shipments of lumber are nearly double those of the corresponding week in 1894. The shipments by rail to Mexico are encouraging, and the prospects are that this trade will steadily increase. For nearly a month past there has been considerable talk about the contract for harbor improvements at Sabine Pass,

and it was thought that the contractors might have some difficulty in properly qualifying for the work. It is very encouraging to be able to state that everything is satisfactorily arranged, and active work at the pass will begin within the next six weeks. The parties who have the contract for dredging will begin earlier. The work will go steadily forward, and its completion will be watched with interest by many people in this and other States. The Consolidated Export Lumber Co. is forging ahead, and has orders on file for large bills for export to the West Indies, South and Central America and Northern ports on the Atlantic coast. Mr. S. T. Stratton, the representative of the Export Company, will soon embark for Spanish America after consulting with the managers of the company. The number of cargoes he has placed while traveling in South America would indicate that an extensive business is in sight, and that upon the opening up of deep water, trade will expand materially.

Southern Lumber Notes.

MR. S. A. FORD, of Wayne, W. Va. (Box 3), wants to correspond with manufacturers of fruit and vegetable crates.

HART & BROS.' saw mill in Portsmouth, Va., which has been closed for about two weeks, started up on the 4th inst.

THE Peters Lumber Co., at Alco, Ala., was closed down last week, and the mills will not operate for about three months, during which time extensive repairs will be made and a new logging railroad built.

THE Robbins Lumber Co., of Conway, Ark., has undergone a change in stockholders, G. W. Donaghey selling his interest to J. W. Underhill, and Mrs. M. F. Robbins purchasing a number of shares.

THE bark Cognati cleared last week from Mobile for Palermo with 628,188 feet of lumber, and the ship Revolving Light for Liverpool with 35,449 cubic feet of hewn timber and 328,319 superficial feet of lumber.

A CHARTER was granted to the North Texas Building Co., of Dallas, Texas, last week. The capital stock of the company is \$100,000, and the incorporators are W. J. Mooney, W. C. Howard and J. I. Trezevant.

THE receipts of lumber at the port of New Orleans for the week ending January 4 were 446,575 feet, and the total receipts for the season 29,451,549 feet, against 29,433,051 for the corresponding period last year.

THE fitting up of Reishell & Kemp's planing, sash, door and blind mill at Alexandria, Va., is now nearly completed. It is expected that the whole new plant will be ready for operation by the 15th of the present month.

MR. L. G. CAMPBELL, of Tallahassee, Fla., has taken a contract from Philadelphia parties to get out 600,000 crosssties along the line of the Carrabelle, Tallahassee & Georgia Railroad, and will commence work at once.

A CHARTER was granted on the 4th inst. to the Lodi Lumber Co., of Lodi, Marion county, Texas. The capital stock of the company is placed at \$100,000. The incorporators are W. M. Dunn, D. Wurtsbaugh, W. H. Rand, Jr., E. L. Hooper and Edward Rand.

THE Cummer Lumber Co., of Norfolk, has completed the improvements to its extensive mill property in Berkley. The mill is one of the largest of the kind in the South, and will give employment to over 200 hands. The company resumed operations on Monday last.

MESSRS. O. N. TAYLOR & SON, of Ludington, Mich., have recently located in Brunswick, and will at once begin the erection of a saw mill for cutting of cypress timber with a capacity of about 100,000 feet of lumber per day. A location with

valuable water-front has been already secured.

THE Lathrop-Hatton Lumber Co., of Birmingham, Ala., has just received 5000 logs after a long spell of low water, and the mills started up last week. The long period of dry weather has been very trying on the lumber trade in this section. There is now a good stage of water, and business will improve.

MR. H. G. WADLEY, of Wytheville, Va., who has been in Wilmington, N. C., for several weeks, has made arrangements to operate the C. W. Pike saw mill in that city. The mill is a new one, and all its machinery is of the latest-improved design. It has a capacity for cutting 30,000 feet of lumber per day.

AMONG the clearances from Pensacola last week were 3,680,000 feet of sawn timber, 2,160,000 feet of lumber and 38,000 cubic feet of hewn timber. The total clearances from Pensacola in December last were 6,703,000 feet of sawn timber, 32,034 cubic feet of hewn timber and 12,845,000 feet of lumber.

THE shipments of lumber from the port of Brunswick, Ga., for the month of December were valued at \$90,000, and for the twelve months ending December 31, 1894, the shipments amounted to 103,453,513 feet. There were also 848,154 crosssties and 74,147 staves shipped during the year, the total value of all lumber exports being \$868,659.

A NEW enterprise has recently been started at Milton, Fla., a company from North Carolina having commenced preparations for a turpentine farm. They have secured a large tract of land and have quite a number of hands at work. The saw mills at Milton are all running on full time, and shipments of lumber and timber are increasing in number and volume.

A SPECIAL from St. Louis, Mo., states that the yellow-pine lumber dealers of Missouri and Arkansas are organizing an association, the object of which is to concentrate the traffic in fewer hands and reduce office expenses, and conduct the business from a central office. The association includes about fifty manufacturers, who represent millions. The headquarters of the association will be in St. Louis.

THE Western Sash & Door Co., of Kansas City, Mo., is about to increase the size of its shops and plant. A permit has been taken out by Mr. William Huttig, president of the company, to erect a shop 40x100 feet, work to begin at once. As soon afterwards as possible a storage building 80x120 feet will be erected, both buildings to be completed by March 1. The buildings will cost between \$17,000 and \$20,000.

THE William James & Sons' Co., of Hinton, W. Va., is being reorganized. The following capitalists interested are: J. M. James, D. W. James, D. M. James, James H. Nuller and Paul James. The capital stock of the company will be \$150,000. They purpose to do a general lumbering and mining business. Their lumber and planing mill recently burned at Upper Hinton is now in process of reconstruction, and Mr. J. C. James is now in the West purchasing machinery.

THE Champion Lumber Co., Orvisburg, Miss., in a letter to the MANUFACTURERS' RECORD, says: "We are now building a new planing mill and will during the next sixty days put up two 85-foot dry-kilns and add rift-flooring machinery to our saw mill. We have already purchased our planers and will arrange for our engine and boiler and rift-flooring machines soon. Inquiries for lumber are more frequent than for several months past, and we anticipate a better business this year than last."

FOUR foreign vessels bound for Darien, Ga., to load with sawn timber were wrecked in the recent storm on the English coast. During the past month there was shipped

from Darien, coastwise and foreign, 6,000,000 feet of sawn and hewn timber. During the month ending December 31 there were measured at the public boom in Darien 2,500,000 feet of square, scab and sawn timber. This does not include the sawn timber and lumber which came in during the month and was carried direct to the private booms.

THE lumber industry was reported quite active at Chattanooga last week. The recent rise in the Tennessee river has created quite a stir among lumbermen. The Loomis-Hart and the Snodgrass & Field's saw mills are both in full operation. The logs now being received at the mills are out of the Clinch river, where men are rushing timber down at a rapid rate. There is every prospect of a good business in sawing lumber. The Loomis-Hart Lumber Co. has received over 500,000 feet of timber, and there is more coming on the next rise, expected soon.

A LARGE number of representative lumbermen met in Houston, Texas, on the 28th ult., for the purpose of discussing the lumber trade situation. Two sessions were held with closed doors, the press and public being excluded. It is stated, however, that the main object of the meeting was the organization of a lumbermen's exchange by which prices could be maintained at a remunerative point. The consensus of opinion was in favor of an exchange and to make Houston the headquarters. No final action was taken, but there will be another meeting soon to settle the question.

A SPECIAL from Newport News states that the American Stave & Cooperage Co., of New York, which is capitalized at \$5,000,000 and is the largest and one of the oldest stave firms in the United States, is preparing to make extensive foreign shipments from that port. The first shipment by this company will be made next week on the bark Iodine, now due at Newport News. The cargo will be consigned to Cadiz, Spain, and will consist of 130,000 staves, valued at \$50,000. Steamers will in future have regular dates of sailing from the above port, carrying cargoes of staves to various European ports, and the industry promises to be one of considerable importance. The staves are received principally from Georgia, and are inspected prior to shipment at the company's yard in the suburbs of the city.

TRADE NOTES.

LATE orders for cars received by the Memphis (Tenn.) Car & Foundry Co. included the Crescent Oil Co. and the Goyer Tank Line Co.

THE Modena Cotton Mills, J. D. Moore, treasurer, Gastonia, N. C., has placed an order for revolving flat-cards and drawing-frames with the Pettie Machine Works, Newton Upper Falls, Mass. The Lanett Cotton Mills, West Point, Ga., has placed an additional order for revolving flat-cards with the same establishment.

A COPARTNERSHIP is announced between Gains S. Merwin and Thomas P. Merwin, under the style of Gains S. Merwin & Co., for the purpose of carrying on business for the sale of pig iron, coke and similar products. The new firm succeeds the well-known house of Rogers, Brown & Merwin, and will conduct business at the old location, 1014 and 1016 Monadnock Building, Chicago, Ill.

A LONG and short distance telephone combined in one is the feature of the telephones being installed by the Gerson Electrical Manufacturing Co., 809 Sansom street, Philadelphia, Pa. These telephones are now being used on private lines between Boston, Mass., and Chicago, Ill., and it is said that a whisper can be heard over such lines 1000 miles. They work equally well on long or short distances.

THE well-known and old established house of M. A. Furbush & Son Machine Co., Philadelphia, Pa., manufacturer of woolen machinery, celebrated the eleventh anniversary of its incorporation on December 28, 1884. This company was established in Philadelphia in 1884 by Merrill A. Furbush senior member of the late firm of M. A. Furbush & Son, and originally of Furbush & Crompton, Worcester, Mass. Its career has been one of much success, and the large number of its

machines doing excellent service in leading woolen mills indicates that this success is along mechanical as well as business lines.

RECENT sales of Sydnor & Shepard, Richmond, Va., included a 6000 gallon tank and iron tower to Major Lewis Ginter and a 51 foot wrought-iron tower and 20,000-gallon tank to J. R. Johnson & Co. This concern contracts to furnish water supply with necessary pumps, wind mills, tanks, etc., and finds a large number of inquiries for drilling wells and general business in the spring. Collections are a little better, and this firm is pleased with the outlook for spring business.

JEFFERSON YOUNG has been appointed manager of the New York office of the Stilwell-Bierce & Smith Valve Co., whose extensive factories are located at Dayton, Ohio. Mr. Young will give his entire attention to pushing the sale in the New York market of this company's specialties in pumping and hydraulic machinery, feed-water heaters and purifiers, filter presses for all purposes, water columns, tank valves and jacks. His headquarters are 112 Liberty street, New York city.

PHOSPHOR COPPER and phosphor-bronzes are being more and more extensively used. The peculiar change which copper and bronzes undergo when fluxed with phosphorus, it seems, are not well understood, but the effects are fully appreciated, strength and toughness are increased and liability to corrosion decreased. For these reasons phosphor bronzes are being used very largely in marine and railway construction. The charging of the phosphorus into the molten metal must be done with considerable system and care. This part of the operation may, it is explained, be safely and easily accomplished by the aid of phosphorus chargers or phosphorizers made of plumbago. The Jos. Dixon Crucible Co., Jersey City, N. J., which makes plumbago goods in great variety for metallurgical purposes, also make these phosphorizers in different sizes, suited to the size of the crucible in which the fluxing is to take place.

A SERIES of carefully noted tests in actual service was recently made of one of the four-inch new class W regulators made by the Foster Engineering Co., Newark, N. J. Forty-eight observations were taken, and a summary of the table recorded shows: Highest delivery pressure, fifty one pounds; lowest, 49.3 pounds; mean discharge pressure, 50.2 pounds; average variation from mean discharge, .65, or less than three quarters of a pound; highest boiler pressure, ninety-three pound; lowest, seventy-eight pounds; variation of boiler pressure, fifteen pounds. The tests were made by A. S. Brown, electrical engineer of the Western Union Telegraph Co., New York city, in the dynamo-room of the company. Referring to them, Mr. Brown has written the following to the Foster Engineering Co.: "I am gratified to say that the result is highly satisfactory. Steam is supplied through it to three engines, two of which are constantly running, driving with intermediate shafting forty-three dynamos. These dynamos furnish current to all the wires of this company running out of New York. Our tests show that under all conditions of varying initial steam pressure and of change of load there is practically perfect pressure regulation. I regard this regulator as the most effective of any that has come to my notice."

A UNIQUE engraving in the American Miller shows Augustus Wolf snugly attired in a wolf-skin coat, and in lieu of a hat the wolf's head does service. Mr. Wolf is a builder of modern flour mill machinery. He has a voracious appetite for new and superior mechanism of this class. A fertile brain and a practical mind keeps this want well supplied, and at the same time constantly presents improved standards of excellence to the millers of this country. Now a successful manufacturer and at the head of the widely-known flour-mill-machinery-building establishment of Augustus Wolf & Co., Chambersburg, Pa., his career has been not without trying periods. Energy and persistence overcome many adverse conditions, and the truth of this is illustrated in Mr. Wolf's career. He started out in life as a helper on a repair gang of railroaders. Later he secured employment as a millwright with his brother, A. N. Wolf. In 1879 he began the mill-furnishing business at Allentown, Pa., with D. L. Hamaker. They commenced manufacturing middlings purifiers with a limited capital. Mr. Hamaker retired from the firm in 1884 and the shops were removed to Chambersburg, Pa. It was then the firm name of Augustus Wolf & Co. was adopted. The development of the business since that time gives a remarkable illustration of the growth of manufacturing in the United States during the past decade. The shops now cover an area of 250,000 square feet, employing in dull times about 300 men, and turning out four 50-barrel roller mills per week. This is exclusive of special orders for water-wheels, roller machines, flour dressers, purifiers, etc. Over 500 roller mills have been built in Pennsylvania alone by this firm, and its machinery is in active service in a large number of mills throughout the country.

CONSTRUCTION DEPARTMENT.

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

*Means machinery is wanted, particulars of which will be found under the head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Alabama City—Cotton Mill.—A dispatch states that the Dwight Manufacturing Co., of Chicopee, Mass., which recently decided to build a cotton mill in Alabama, has let contracts for the plant. The main building is to be four stories high, 75x450 feet, and contain 25,000 spindles. It is also said that three more 25,000-spindle mills will be built later on.

Birmingham—Cotton Mill.—A movement is afoot for the organization of a cotton-mill company. Address B. B. Corner.

Birmingham—Bleacheries.—The Birmingham Dry Goods Co. is adding new bleacheries to its jeans pants factory.

Cedar Bluff—Chair Factory.—J. B. Stone will establish a chair factory.*

Coosa and Cleburne Counties—Gold Mines.—B. M. Long, of Cordova, Ala., and others will organize a stock company to develop gold mines in Coosa and Cleburne counties.

Florence—Furnace Resuming.—J. Overton Ervin, receiver of the Spathite Furnace Co., states that the furnace will go into blast by February 1.

Huntsville—Paper Mill.—Tennessee parties contemplate establishing a paper mill.

Lanett (P. O. West Point, Ga.)—Cotton Mill.—The Lanett Cotton Mills has placed order for additional revolving flat-cards.

Mobile—Publishing.—T. K. Hunt and W. C. Baker, of Detroit, Mich., will organize a \$20,000 stock company to publish an evening paper in Mobile.

Ozark—Cotton Mill.—The citizens are interested in a movement to establish a cotton mill.

Rock Springs—Creamery.—A company has been organized to establish a butter and cheese factory.

ARKANSAS.

Arkansas.—Congressman Terry has introduced a bill in Congress to authorize the Little Rock & Pacific Railroad Co. (office, Little Rock) to bridge the Fourche La Pevre and the Petit Jean rivers.

El Dorado—Planing Mill.—H. C. McDaniel has lately completed a new planing mill and dry-kiln.

Gillett—Lumber Plant.—Wisdom & Cannon have about completed their large sawing, planing and shingle plant, which was removed to Gillett from Pine City, Minn.

Paris—Machine Shops.—The citizens are endeavoring to secure the location of shops by the Little Rock & Pacific Railroad.

Pine Bluff—Drug Company.—The Anderson-Meyer Drug Co. has filed articles of incorporation. J. M. Anderson is president; A. B. Loving, vice-president; J. R. Meyer, secretary and treasurer. The capital stock is \$10,000, of which \$3,000 has been subscribed.

Stuttgart—Grocery.—The Central Grocery Co. has filed articles of incorporation with a capitalization of \$25,000, of which \$6,000 has been subscribed. The business is that of wholesale and retail groceries. J. W. Seaman is president; E. D. Mahle, vice-president, and W. S. Gettle, secretary and treasurer.

FLORIDA.

Arcadia—Electric-light Plant.—F. H. Jeannin, of St. Louis, Mo., is said to be interested in a plan to erect an electric-light plant in Arcadia.

Milton—Turpentine Farm.—A North Carolina company has commenced turpentine operations near Milton with thirty hands.

Pensacola—Hotel Company.—The Hotel Escam-

bia Co., capital stock \$50,000, has been chartered with W. D. Chipley, president; H. Baars, vice-president, and W. H. Knowles, secretary-treasurer.

Tampa—Publishing.—W. F. Stovall has organized a \$10,000 stock company for publishing purposes.

Thonotosassa—Lumber Plant.—Cooper & Davis will remove their saw and planing mill to a new site and enlarge from time to time.*

GEORGIA.

Abbeville—Canning Factory, etc.—The Abbeville Canning Factory Co. has been organized with Geo. Whitfield, president, and will establish plant at once. May put in broom factory and rice mill later.*

Atlanta—Electric-light Plant.—The machinery committee of the Atlanta Exposition has decided to engage at once an electrical and mechanical engineer, and to send a representative North to buy equipment for the proposed electric-light plant. The electric lights and operative exhibits will require 3000 to 5000 horse-power. J. H. Allen, chairman of committee.

Atlanta—Bridges.—The bridge committee of the council, in its annual report, recommends the construction of Broad street bridge, to cost about \$35,000; also several other bridges are projected; P. H. Harralson, chairman.

Atlanta—Saw Works.—The Southern Saw Works has been organized with a cash capital of \$30,000, and will manufacture highest grade saws of all kinds; plant already secured. Isaac S. Boyd is manager.

Brunswick—Brewery.—W. E. Kay, acting for bondholders, has purchased the Brunswick Brewing & Ice Co.'s plant for \$10,500.

Brunswick—Rice Mill.—Brooklyn (N. Y.) investors are reported as to erect a rice mill in Brunswick.

Brunswick—Saw Mill.—O. N. Taylor & Sons, of Ludington, Mich., will erect a saw mill of 100,000 feet capacity daily.

Rome—Flour Mills, etc.—S. C. Leob, L. Leob and W. M. Jacobs have incorporated the Rome Water Mills to erect and operate flour, meal, grits and feed mills. The capital stock is placed at \$25,000.

Savannah.—The American Manufacturing & Exporting Co. will put in machinery for separating cottonseed and lint.

Thomasville—Water Works.—The construction of water works is talked of. Address the mayor.

Ty Ty—Fruit Cultivation.—G. M. Ryals, J. D. Cunningham, John A. Sibley, James L. Sibley and W. Hames have petitioned to be incorporated under the name of "Ryals Orchard Co.," capital \$20,000, to cultivate and market fruits. They are putting out 200 acres in peach trees at Ty Ty.

Valdosta—Packing-house.—The Valdosta Ice Co. will change its name to the Valdosta Ice & Pork Packing Co., and will operate the packing plant already noted; capital stock to increase from \$10,000 to \$20,000.

KENTUCKY.

Ashland—Tannery.—The Ashland Tanning Co. has been organized and will establish a plant. S. S. Savage is president; Harold Means, vice-president, and L. M. Koogler, general manager.

Hadensville—Flour Mill.—D. B. Smith and Phil Huber have let contract for the erection of a 40-barrel flour mill.

Louisville—Enameling Plant.—The Ahrens & Ott Manufacturing Co.'s new enameling plant, already noted, will cost complete about \$100,000.

McBayer—Distillery.—J. T. S. Brown, of Louisville, will enlarge his distillery at McBayer.

Middlesborough—Water Works.—The Middlesborough Water Works Co. has been reorganized by the bondholders, and the capital stock placed at \$200,000.

Mt. Sterling—Electric-light and Power Plant and Water Works.—The city has completed negotiations with John P. Martin, of Xenia, Ohio, for the erection of an electric-light plant, water-works system and plant to operate electric railway. A water-power will be developed to be used eight months in the year, and a steam plant will furnish power the rest of the year.*

Russellville—Asphalt Mining.—The Consolidated Asphalt Co. has leased asphalt lands near Russellville for \$100,000 and will develop same.

Worthington—Distillery.—Patrick Dumphy has started a new distillery.

LOUISIANA.

Bayou Sara—Compress and Oil Mill.—A report states that a cotton compress and a cottonseed oil mill will be built.

Crowley—Electric-light and Water Works.—The city will build an electric-light plant and water works; P. J. Chappuis, mayor.*

Houma—Sugar-house.—Ernest Barton intends

rebuilding his burned sugar house as soon as the insurance is adjusted. The plant was valued at \$37,000.

White Castle—Electric-light Plant and Water Works.—The erection of an electric-light plant and water works is being talked of. Address G. M. Bowie, mayor.

MARYLAND.

Baltimore—Distillery.—The Malone Distilling Co. has been incorporated by Daniel Malone, William Rapp, Martin J. Kavanagh, Henry Kindervatter and Julius H. Wyman for the manufacture of white spirits, whiskey and fruit brandies. The capital stock is \$40,000.

Baltimore—Ink Factory.—The Caton Manufacturing Co., for the manufacture of inks, gums, varnishes, chemicals, drugs, etc., has been incorporated by Philip Lindemeyer, Jr., of Jersey City, N. J.; Robert W. Neff, of Boston, Mass., and Robert Biggs, James E. Nowlin and John Brownall, of Baltimore. The capital stock is \$15,000.

Baltimore—Acid Works.—G. H. & C. T. Davidson will rebuild their acid works.

Baltimore—Fertilizer Works.—Griffith & Boyd will rebuild their burned fertilizer works.

Conowingo—Water-power.—J. W. Marsh, of Pittsburgh, Pa., has been chosen president of the new Susquehanna River Electric Co., which purposes developing water-power near Conowingo. Engineers are now making surveys for the work.

Frederick—Electric-light Plant.—The city has put a new dynamo in its electric-light plant.

Havre de Grace—Manufacturing.—Robt. K. Vanneman is endeavoring to secure the location of a factory that employs fifty hands.

Pocomoke City—Water Works.—William J. Young, of Easton, Pa., has been granted a franchise to form a stock company for the purpose of erecting water works in Pocomoke.

Salisbury—Harness Factory.—Charles Taylor will engage in the manufacture of harness.

Washington, D. C.—Electric Company.—The Foreign Electric Traction Co. has been incorporated to buy and sell patents for foreign inventions of electric railway, lights and other appliances. The capital stock is \$1,000,000. Wm. M. Stewart, president; Eppa Hunton, of Warrenton, Va., and Philip B. Thompson, Jr., vice-presidents; Gordon G. Atlee, treasurer; Chas. J. Kapler, secretary, all of Washington.

MISSISSIPPI.

Flora—Cotton Gin.—W. T. Jones will rebuild his cotton gin recently burned.*

Orvisburgh—Planing Mill.—The Champion Lumber Co. is building a new planing mill, and will erect two 85-foot dry-kilns, add a rift-flooring machine, engine and boiler, etc.

MISSOURI.

Bloomsdale—Creamery.—The Bloomsdale Creamery Association, capital stock \$400, has been incorporated by Felix Larose, Joseph Rasler, Henry W. Lusk and others.

Bowling Green—Realty.—The Belle Realty Co., capital stock \$700, has been incorporated by Dora Belle, Lucien M. Edwards and Robt. L. Mobley.

Dearborn—Water Works.—The construction of water works is talked of.

Hamilton—Electric light Plant.—It is reported that an electric-light plant is talked of.

Joplin—Lead Mine.—Joseph E. Aldrich has purchased and will operate a lead mine.

Kansas City—Flour Mill.—The Rex Mill Co. has completed arrangements for replacing its recently-burned flour mill and for enlarging the present grain elevator's capacity from 225,000 to 500,000 bushels. About \$200,000 will be expended.

Kansas City—Sash and Door Factory.—The Western Sash & Door Co. will increase the size and capacity of its shops.

Lead Hill—Lead Mine.—Louis Duneweg, of Terre Haute, Ind.; Homer P. Sewell, of Mansfield, Ohio; Allen Hardy, of Webb City, Mo., and others have purchased the Grant Ashcraft lead deposits. The Duneweg Mining Co. will be formed to continue developments.

Oregon—Electric-light Plant.—A company has submitted a proposition to put in an electric-light plant; James Cummings, mayor.

Springfield—Mercantile.—The J. R. Owen Dry Goods Co., capital stock \$25,000, has been incorporated by J. R. Owen, L. T. Preston, J. M. Thompson, C. R. Owen and Dora E. Haynes.

St. Louis—Laundry.—The Grace Laundry Co. has completed its new steam laundry.

St. Louis—Wine Company.—The Napa & Sonoma Wine Co. has been incorporated with a capital stock of \$15,000 by J. C. W. Meyer, J. C. W. Schnell, of Carlisle, Ill.; J. Frank, Jr., and John A. Stickfort.

St. Louis—Hotel Company.—The Beaumont Hotel Co. has been incorporated with a paid up capital

of \$10,000 by Henry B. Wynkoop, Ada Wynkoop and R. D. C. Dickson.

St. Louis—Bridge.—The erection of a new bridge over the Des Peres river at Tyler road will be considered; Charles Galters, superintendent of bridges.

St. Louis—Realty.—The Collins Realty Co. has been incorporated with an all-paid capital of \$200,000 by Robert E. Collins, M. R. Collins, Jr., Ida K. Collins and Clara S. Collins.

St. Mary's—Mercantile.—The Jones-Rozier Mercantile Co., capital stock \$25,000, has been incorporated by Julie Rozier, J. R. Rozier and S. J. Rozier.

NORTH CAROLINA.

Carthage—Washboard Factory.—Ralph L. Tyson contemplates starting a washboard factory.*

Charlotte—Mattress Factory.—Powell & Glenn have established a spring-mattress factory.

Charlotte—Cotton Mill.—The Ada Cotton Mill is putting in new machinery.

Charlotte.—The Charlotte Hardware Co. will increase its capital stock from \$15,000 to \$30,000.

Charlotte—Cotton Mill.—A movement is afoot for the establishment of a mill to manufacture cloth John Cuthbertson can be addressed.

Charlotte—Grist Mill and Gin.—C. Gresham has purchased the Star steam grist mill and cotton gin.

Charlotte—Cotton Mill.—The Highland Park Manufacturing Co. will enlarge its gingham mill.

Dillsboro—Flour Mill.—S. T. Caily intends to build a flour mill.

Dunn—Furniture Factory.—James Pearsall contemplates establishing a furniture and chair factory.*

Gastonia—Cotton Mill.—The Modena Cotton Mills has placed order for revolving flat-cards and drawing-frames.

North Carolina—Canal.—Endeavors are being made to obtain capital to improve the Dismal Swamp Canal. The canal proper is twenty-two miles long, but only from three to four feet deep, and it is proposed to give it a width of sixty feet and a uniform depth of ten feet. The existing five small locks will be removed, and a lock at the inlet and outlet of the canals 250x40 feet each will be substituted. Walter B. Brooks, Jr., of Baltimore, Md., can be addressed.

Reidsville—Cotton Mill.—The Hermitage Cotton Mills will be sold at auction on January 16.

Shelby—Cotton Mill.—A movement is afoot for the organization of a stock company to erect a cotton mill.

Waynesville—Flour Mill.—The erection of a flour mill is talked of.

Waynesville—Woodworking Plant.—W. H. Cole is putting in boiler and engine and making other improvements.

Wilmington—Cotton Mill.—A company has been organized to erect a cotton mill with J. H. Chudbourn, Jr., as president; C. W. Worth, vice-president, and Geo. D. Parsley, secretary-treasurer. It is proposed to raise a capital of \$100,000.

Wilson—Woodworking Factory.—W. W. Simms & Co. will establish a woodworking factory.*

SOUTH CAROLINA.

Greenville—Cotton Mill.—The Huguenot Mills will erect an addition to its mill and put in twenty-five new looms and other machinery.

Irenee—Cotton Mill.—The Red Bank Mills, recently destroyed by fire, will be rebuilt.

Sumter.—A charter has been issued to the A. C. Phelps Co.; capital stock \$10,000. A. C. Phelps is president; J. H. Alders, secretary and treasurer. Directors—A. C. Phelps, J. H. Moses, Jr., Abe Ryttenberg and R. P. Monaghan.

TENNESSEE.

Bybee—Flour Mill.—Jno. C. Lonewell has awarded contract for the erection of a 25 barrel flour mill.

Chattanooga—Vinegar Company.—The Excelsior Vinegar Co. has been incorporated by Selcher Pickens, B. F. Witsell, A. D. Stong, W. G. Oehmig and F. E. Patterson.

Chattanooga—Boiler and Engine Works.—The Casey & Hedges Manufacturing Co. has decided to expend about \$25,000 in enlarging its boiler works. New machinery will be put in, including an electric crane, new foundry and machine shop and other buildings erected, and engines will also be made by the company.

Knoxville—Harness Manufacturing.—An amendment to the charter of the Knoxville Trunk Co. has been filed for the purpose of changing the company name to the Knoxville Trunk & Harness Co., with power to manufacture and sell harness, etc.

Knoxville—Locomotive and Railroad Shops.—The Southern Railway Co. is completing its Knoxville shops at an additional expense of \$100,000, making

a total expense of \$400,000; capacity 200 locomotives per year.

Louisville—Marble Quarries.—W. J. Prentiss, W. O. Kirkland, P. F. Poorbough and Geo. W. Hockett, of Pittsburgh, Pa., have purchased seventy-five acres of marble lands near Louisville, and will develop quarries.

Mossy Creek—Flour Mill.—Ault & Gentry will build a 40 barrel roller-process flour mill.

Mullins—Flour Mill.—James M. Mullins has finished equipping his flour mill with new machinery.

Pikeville—Flour Mill.—Mansfield Bros. contemplate building a 50-barrel flour mill.

Shelbyville—Water Works.—The city has accepted a proposition from the National Water Works & Construction Co. for a complete system of water supply. Work on same will commence at once.

South Pittsburg—Pipe Foundry.—The Schuster Foundry Co. will soon double the capacity of its soil and drainage-pipe foundry.

TEXAS.

Beaumont—Bridge.—A press report states that E. B. Cushing and A. McDonald, of the Southern Pacific Railroad Co., have gone to a point on the Neches river where the Southern Pacific Company is figuring on building a bridge for a contemplated branch road to the Angelina county rock quarries.

Burke—Cotton Gin.—J. H. Vaughn will put new machinery in his gin.

Cleburne—Ice Plant.—Mr. Burt, of the Burt Construction Co., will erect a 30-ton ice plant.

Coleman—Water Works.—A system of water works to cost \$12,000 will be constructed.

Dallas—Building.—W. J. Mooney, W. C. Howard and J. T. Trezevant have incorporated the North Texas Building Co. with a capital stock of \$100,000.

Eastland—Flour Mill.—A. S. Connelley will enlarge his flour mill from sixty to 100 barrels daily capacity.

Galveston—Iron Works.—The Lee Iron Works, capital stock \$25,000, has been incorporated by C. B. Lee, Oscar Weber, David Weber, Joshua Miller and James R. Cheek.

Hallettsville—Ice Plant.—Kahn & Stanzel will erect an ice plant.

Hearne—Ice Plant.—An ice plant will be built.

Houston.—The Star Steel Furnishing Co. has been incorporated with a capital stock of \$10,000 by I. L. Donaldson, A. A. McGinley and I. B. Allgood.

Houston—Asphalt Works.—The Colorado Paving Co. will put in a \$35,000 asphalt plant.

Houston—Packing-house.—It is stated that a \$100,000 packing plant will be built at once. John Thomas, late of Kansas City and Chicago, is to have charge of the building. Mr. Barnum, of the Spencer House, can be addressed.

Houston—Natatorium.—The Houston Natatorium Co., capital stock \$30,000, has been incorporated by Charles H. Milby, John G. Tod, Eugene G. Hemer, D. B. Morton, C. T. Lucas, W. R. Sinclair and Andrew Dow.

Houston—Mercantile.—The Jos. F. Mayer Co., capital stock \$75,000, for the purpose of buying and selling hardware, has been incorporated by Jos. F. Mayer, H. M. Curtin and M. P. Geiselman.

Lockhart—Electric-light Plant.—The Lockhart Electric Light Co. will put in new boilers and engines.

Lockhart—Water Works.—The construction of a water system is contemplated. Address the mayor.

Lodi Lumber Plant.—W. M. Dunn, D. Wurtsbaugh, W. H. Rand, Jr., E. L. Hooper and Ed. Rand have incorporated the Lodi Lumber Co. with a capital stock of \$100,000.

Palestine—Electric-light Plant.—John R. Hearne has bid in the Palestine electric-light plant at \$4300, and will operate it.

Raisin—Cannery.—J. J. Lister contemplates engaging in fruit canning.

San Angelo—Ice Plant.—George Bond has purchased the ice machine at Temple, and will remove it to San Angelo; will put in 10-ton compressors to increase capacity.

San Antonio—Sewer System.—The city council has awarded contract for the construction of a complete sewerage system to J. B. Hindry, of Denver, Col., at \$331,209. There are seventy-four miles to be constructed, and work will begin within fifteen days.

San Antonio.—The J. L. S. Hunt Co., with a capital stock of \$100,000, has been incorporated by J. L. S. Hunt, W. H. Weiss and John J. Stevens.

Tehuacana—Saw and Meal Mill.—The Tonkawa Drug Co. will erect a saw and meal mill.

Waco—Water Supply.—The city council has ordered the erection of an additional standpipe with capacity of 150,000 gallons. The Bull Water Co. has filed a petition, which has not been acted upon, asking council to rescind the order.

Waco.—The Archenhold Liquor Co., with a capital stock of \$2000, has been incorporated by S. Archenhold, M. Archenhold, H. Mayer, A. S.

Haber, H. E. Ambold, H. Behrens and F. W. Schumacher.

Waco—Mercantile.—The Archenhold Co., general mercantile concern, has been incorporated by S. Archenhold, M. Archenhold and H. Mayer; capital stock \$50,000.

Woodville—Saw Mill.—A. J. Hodges is erecting a saw mill.

Yoakum—Water Works.—The Yoakum Water Works Co. will sink a new well, put in new boilers and make other improvements.

VIRGINIA.

Alexandria—Fertilizer Plant.—The Alexandria Chemical & Fertilizer Co. will erect a new extensive plant.

Charlottesville—Telephone Exchange.—The Fitzsimmons Telephone Co., of Cincinnati, Ohio, will establish an exchange at Charlottesville. Colonel Stamper represents the company.

Fredericksburg—Extract Works.—Wm. H. & Chas. H. Harkamp have completed a plant for manufacturing sumac and quercitron-bark extracts—25,000 to 30,000 pounds per week.

Lynchburg—Cotton Mill.—The Lynchburg Cotton Mill has placed an order for eighty eight new looms.

Lynchburg—Hardware Company.—A charter has been granted to the Bell, Barker & Jennings Hardware Co. O. B. Barker is president; J. T. Jennings, vice president, and E. L. Bell, secretary and treasurer. Messrs. James Gorman and Floyd A. Stone with the above compose the board of directors. The capital stock of the company is to be not less than \$50,000 nor more than \$100,000.

Petersburg—Telephone System.—It is proposed to organize a \$10,000 stock company to establish a telephone system.

Richmond—Machine Works.—The Colgin Cigarette Machine Co. has been incorporated to manufacture and sell cigarette machines, etc., with a capital stock of \$50,000; E. T. Crump, president, Clay Drewry, vice-president, and W. M. Coulling, of Ashland, secretary-treasurer.

Sandy Point (not a postoffice)—Telephone Line.—J. R. De Passos, of Hague, Va., is constructing a telephone line from Sandy Point to Montross.

Springfield Station (not a postoffice)—Powder Mill.—The Jovette Manufacturing Co. is building a powder mill at Springfield Station, on the Southern Railway. J. E. Blomrin is president, with office in Room 36, Hutchins Building, Washington, D. C.

Suffolk—Wood Mill.—S. Trimmer, of New York, has purchased and will operate the Suffolk kindling-wood factory.

Tenth Legion—Flour Mill.—John Stricklar contemplates introducing the roller system in his flour mill.

Woodstock—Oil can Works.—The Woodstock Oil Can Co. has been organized in this place for the purpose of manufacturing an improved oil-can. J. C. Baker is president; L. R. Irwin, secretary; George W. Koontz, treasurer.

Yancey—Flour Mill.—W. B. Yancey intends to put in a new flour mill.

WEST VIRGINIA.

Hinton—Lumber, etc.—The William James Sons Co., capital stock \$500,000, with \$150,000 paid in, has been incorporated by W. W. James, J. C. James and J. H. Miller.

Wheeling—Oil Company.—The Equity Oil Co., capital stock \$100,000, with \$10,000 paid in, has been incorporated by John Bradley and Hugh F. Boles, of Pittsburgh, Pa., and L. E. Hampsher, of Bradford, Pa.

BURNED.

Baltimore, Md.—Griffith & Boyd's fertilizer works, G. H. & C. T. Davidson's acid works and the Standard Oil Co.'s tanks, etc.; total loss about \$400,000.

Chattanooga, Tenn.—The First Baptist Church; loss \$100,000.

Florence.—J. W. Nichols & Co.'s drying-house.

Greenville, Texas.—King's Opera House; loss over \$35,000.

Houma, La.—H. W. Barton's sugar refinery.

New Orleans, La.—Connell & Tufts' iron works.

Richmond, Va.—E. T. Crump & Co.'s tobacco factory.

BUILDING NOTES.

Atlanta, Ga.—Exposition.—W. W. McAfee has contract to erect government building at the exposition at \$27,446.

Atlanta, Ga.—Warehouse.—The Southern Railway Co. will erect a warehouse.

Baltimore, Md.—Depot.—The Western Maryland Railroad will build a passenger depot at Walbrook.

Baltimore, Md.—Residences.—Francis E. Yewell will build thirty-five three story residences to cost \$100,000.

Baltimore, Md.—Synagogue.—A new synagogue

will be built; over \$6000 is already subscribed. Address M. S. Levy.

Charleston, W. Va.—Hospital.—An ordinance authorizing the issuance of \$25,000 in bonds to build a hospital will be introduced in the city council. Address the mayor.

Chattanooga, Tenn.—City Hall.—The erection of a new city hall building is talked of. The council has decided to invite plans from architects; size to be 66x34 feet, and cost not over \$60,000. Address Geo. W. Ochs, mayor.

Corsicana, Texas—Natatorium and Sanitarium.—The Corsicana Water Development Co. will build a natatorium and sanitarium, and will soon want bids.

Easton, Md.—Convent.—A Roman Catholic convent will be built. Address Bishop Curtis, Wilmington, Del.

El Paso, Texas—Bank Building.—The First National Bank will remodel its building.

El Paso, Texas.—W. A. Morehouse has let contract for the erection of a one-story brick and stone building.

Fort Worth, Texas.—James L. Martin and J. Boyden, of Vermont, will erect a block of buildings in Fort Worth.

Fredericksburg, Va.—Residences.—Hettie Wisner and Hattie Hay will each build a residence.

Gastonia, N. C.—Church.—Tinsley & Wilson, of Lynchburg, Va., are preparing plans for a \$10,000 church to be built in Gastonia. Address John F. Lan.

Georgetown, Texas—Hotel.—An 11-room addition to cost \$4000 is being built to the Commercial Hotel.

Greenville, Texas—College.—Contract will soon be let for the building of the North Texas Baptist College to cost \$15,000.

Hallettsville, Texas—Theatre.—McKnight Bros. will build an opera-house.

Hockley, Texas—Warehouse.—J. H. G. Becker will build a warehouse 30x60 feet.

Hot Springs, Ark.—Hotel, etc.—The Hot Springs Inclined Railway Co. will build a hotel, casino and observatory. B. F. Small & Co., of St. Louis, Mo., can be addressed.

Jacksonville, Fla.—Church.—Newman Street Presbyterian congregation intends building an \$18,000 church. Address W. H. Baker.

Jacksonville, Fla.—The Women's Christian Temperance Union is negotiating to erect a building.

Lockhart, Texas—Church.—The Cumberland Presbyterian congregation will build a church.

Louisville, Ky.—Depots.—The Cleveland, Cincinnati, Chicago & St. Louis Railroad Co. has decided to build freight depots to cover two full squares.

Louisville, Ky.—Market-house.—I. W. & B. Bernheim will build a market-house.

Macon, Ga.—Church.—The congregation of Tann Square Baptist Church intends to erect a new church building to cost \$15,000. Rev. A. B. Campbell can be addressed.

Martinsville, Va.—Church.—H. C. Lester will erect a tabernacle to seat 3000.

Memphis, Tenn.—Office Building.—The Southern Express Co. will build a large office building.

New Orleans, La.—Dwellings, etc.—W. C. Williams & B. Co. have prepared plans for a \$5000 residence for W. W. Sutcliffe, for a \$4000 residence for R. L. Kinnerman, also for a \$7500 residence. Henry Malby has prepared plans for a \$15,000 residence for John B. Hobson. N. Eustis will erect a \$5000 residence; plans prepared.

Norfolk, Va.—Church.—Plans are wanted for a \$5000 church to seat 600, to have furnace heat, pipe organ, etc. Address M. S. Jackson, secretary Y. M. C. A.

Orange, Texas—School.—The city contemplates building a \$20,000 school. Address the mayor.

Petersburg, Va.—Church.—The congregation of West End Baptist Church intends to build a new edifice. Address the pastor.

Rockdale, Texas—City Hall.—The city has purchased site for its proposed city hall. Plans for the building will soon be completed; building to cost \$10,000. Address the mayor.

St. Denis, Md.—Depot.—The Baltimore & Ohio Railroad Co. will erect a depot.

St. Louis, Mo.—Dwellings.—Building permits have been issued to Chas. H. Bailey for six stores and tenements to cost \$22,000; to Lindell Avenue Methodist Episcopal Church for parsonage to cost \$7600; to Jennie E. Riley for two stores and flats to cost \$8000, and to Mary Cassidy for two flats to cost \$6000.

St. Louis, Mo.—Residence.—A building permit has been issued to R. F. Gildehaus for a dwelling to cost \$5000.

St. Louis, Mo.—Dwellings.—Thos. C. Higgins will erect two dwellings to cost \$20,000 each.

St. Louis, Mo.—Flats, etc.—C. W. Kellogg & Son have prepared plans for twelve stores and thirty-two flats, to be built by I. J. Herdick at a cost of \$75,000, to have electric bells and lighting, steam heating, etc. William Scown will erect a flat building to cost \$1000. E. Dishmann has prepared plans for a flat building to cost \$6000. Ira

J. Hedrick has plans for three nine room residences to cost \$15,000.

St. Louis, Mo.—School.—Contract for erecting the new Columbia School has been let to J. F. Riechers & Son at \$12,444.

St. Louis, Mo.—School.—Kirchner & Kirchner have prepared plans for a \$50,000 school building, to have steam heating, cathedral glass, etc.

Tifton, Ga.—Church.—Tinsley & Wilson, of Lynchburg, Va., have prepared plans for a church to be built in Tifton. Address J. K. Carswell.

Washington, D. C.—Dwellings.—F. P. Serrin will erect two brick buildings to cost \$8000.

Yoakum, Texas—Hotel.—John Huth will erect a hotel to cost \$10,000.

RAILROAD CONSTRUCTION.

Railroads.

Avon Park, Fla.—The project to build a line to Haines City has resulted in a company being formed with O. M. Crosby as president, and J. C. Furleigh, superintendent. The road will be a tramway forty miles long. The company has \$20,000 capital.

Birmingham, Ala.—Prest. H. M. Caldwell, of the Elyton Land Co., states that the Birmingham Belt Railway has been purchased, and that the extension of the East & West Railway of Alabama is to be made to connect with it by the Columbian Equipment Co., of New York.

Brownsville, Texas.—It is stated that the Rio Grande Railway, which extends from Brownsville to Point Isabel, Texas, is to be continued to Monterey, Mexico. Jose Celaya is president.

Bunkie, La.—About eight miles of the St. Louis, Avoyelles & Southwestern road have been graded. F. M. Welch, at Alexandria, La., is president.

Dallas, Texas.—The sum of \$35,000 in stock subscriptions necessary to guarantee the building of the Dallas Terminal Railway has been subscribed. President Sanger, of the Commercial Club, may be addressed.

El Paso, Texas.—J. L. Bell, of the El Paso, Chicago & Mexican, writes the MANUFACTURERS' RECORD that he has secured seventy acres of ground in El Paso for terminals, and right of way for 160 miles. The road is to be 400 miles long, from El Paso to Liberty, Kans. He expects to float 6 per cent. bonds to build it.

Fort Worth, Texas.—It is reported that the Gulf, Colorado & Santa Fe will build the proposed line from Fort Worth to the Jack county coalfields. A loan of \$1,000,000 is to be secured for this purpose.

Harrisonburg, Va.—The Board of Trade is considering a proposition to aid a road projected through the county from east to west. The sum of \$150,000 in stock subscriptions is asked.

Jackson, Miss.—W. L. Nugent, representing the Gulf & Ship Island Railway Co., advises the MANUFACTURERS' RECORD that the courts have granted it 76,800 acres of pine land. This is to be sold and the money spent in extending the line to Hattiesburg, Miss. A pier is also to be built at Gulfport, Miss.

Kansas City, Mo.—President E. L. Martin, of the Kansas City, Pittsburg & Gulf, writes the MANUFACTURERS' RECORD that the company expects to complete 200 miles more of the line during 1895.

Kingwood, W. Va.—The Baltimore & Ohio is said to have secured controlling interest in the Tunnel, Kingwood & Fairchance road, extending from Tunnel to Kingwood, ten miles. The road is to be changed to standard gage and extended thirty two miles to Morgantown. C. M. Bishop is president. George C. Sturgiss, of Kingwood, is also interested in the sale.

Kingwood, W. Va.—Supt. J. A. Martin, of the Tunnel, Kingwood & Fairchance road, states that it is to be changed to standard gage at once, and that the work is to be completed by April 1.

Knoxville, Tenn.—The Harriman Coal & Iron Railway, it is said, is to be extended to the Emory, one mile from the pre-act terminus, where coal chutes are to be built for shipping by water along the Tennessee river. W. H. Russell, at Harriman, is receiver.

Little Rock, Ark.—Governor Fishback, president of the Little Rock & Pacific, writes the MANUFACTURERS' RECORD that the section from Little Rock to Ola, in Yell county, will be built first. At that point sections will be built up Arkansas river valley to Fort Smith, and up Petit Jean river valley to Wister Junction to connect with the Choctaw, Oklahoma & Gulf. Work is to begin March 1.

Live Oak, Fla.—R. L. Anderson, of Ocala, and C. W. and J. R. White, of Citra, Fla., have formed the Live Oak & Gulf Railway Co. to build twenty five miles of road from Live Oak to Luraville, on the Suwanee river. The capital is \$50,000.

New Berne, N. C.—A company is being formed to build a railroad thirty miles long from Aurora, on Pamlico river, to New Berne. Aurora parties are interested.

New Martinsville, W. Va.—The incorporators of

the West Virginia, Ohio & Western, which is surveyed from a point on the Ohio river in Wetzel county to Clarksburg, Harrison county, are T. M. Jackson, C. H. Lawrence, B. M. Despard and J. H. Davis, of Clarksburg.

New Orleans, La.—The city council is considering the petition of the Southern Chemical & Fertilizing Co. to build a belt line about three miles long in the suburbs to cost \$60,000.

Pickens, W. Va.—Vice-President Lord, of the Baltimore & Ohio, and Senator J. N. Camden, of Parkersburg, are among the incorporators of the Pickens & Webster Springs Company, which will build a road between the points mentioned. Its capital is \$200,000.

Southport, N. C.—The bondholders of the Cape Fear & Yadkin Valley will probably extend the road from Wilmington to Southport if a satisfactory report of the road's earnings is made by the receiver. John Gill, at Baltimore, is receiver.

Electric Railways.

Asheville, N. C.—J. A. Neville, of New York, is representing Philadelphia capitalists interested in building the proposed Asheville & Baltimore electric road. J. S. Adams, at Asheville, may be addressed.

Atlanta, Ga.—Surveys are being made by the Atlanta Electric Co. for the proposed extension to Lakewood, in the suburbs.

Baltimore, Md.—It is announced that David Evans & Co., of Baltimore, have been awarded contracts for building a section of the Edmondson Avenue, Catonsville & Ellicott City electric road, about five miles long. They will furnish also ten motor cars and build the power house. John Hubner and B. N. Baker are interested.

Carthage, Mo.—The Fitch Electric Railway Co. has begun the construction of its road from Carthage to Webb City and Cartersville.

Frederick, Md.—An effort is being made to revive the plan to build an electric line to Middletown, eight miles in length.

Mount Sterling, Ky.—John P. Martin, of Xenia, Ohio, writes the MANUFACTURERS' RECORD that he will build eleven miles of standard-gauge steel track for electric motors from Mount Sterling to Sharpburg, Ky. Electricity will be generated by a water-power turbine plant, also a steam plant.

Vicksburg, Miss.—The Interstate Transportation Co. will build a trolley electric line from its gravel pits near Vicksburg to the Mississippi river.

Washington, D. C.—The Washington & Georgetown Railway Co. is considering an extension of its lines to Mount Pleasant suburb by way of Eighteenth street and Columbia road. D. F. Carl is chief engineer.

Webb City, Mo.—The Interurban Railway Co. has begun grading its electric road from Webb City to Carthage.

Cable Railway.

Hot Springs, Ark.—B. F. Small, a St. Louis banker, writes the MANUFACTURERS' RECORD that he is interested in the proposed Hot Springs inclined cable railway, and that \$75,000 in bonds have already been sold on its account. Work is to begin within sixty days. The road is to be about 2000 feet long, extending up West mountain.

MACHINERY WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Boiler and Engine.—J. H. Woody, Asheville, N. C., wants cash prices on a two horse power engine and boiler and a four horse-power engine; second hand will do if in good condition and cheap.

Boring Machine.—The Piedmont Spring Bed Co., Charlotte, N. C., will want a boring machine for boring three holes and drilling out the shavings.

Brick Machinery.—Jas. A. Turner, High Point, N. C., wants to buy a second-hand brick machine of small or medium capacity.

Broom Machinery.—Outfit for broom manufacturing may be wanted later on. Address Geo. Whitfield, Abbeville, Ga.

Building Materials.—Thos. W. Potter, Cherokee, N. C., wants sealed proposals for furnishing building materials, such as lumber, bricks, lime, cement, doors, hardware, etc.

Canning Machinery.—S. A. Ford, P. O. Box 3, Wayne, W. Va., wants to correspond with manufacturers of canning machinery and supplies.

Canning Machinery.—J. J. Leater, Raisin, Texas, wants information and prices on canning machinery.

Canning Machinery.—The Abbeville Canning Factory Co., Abbeville, Ga., wants canning equipment.

Clay working Machinery.—The Pomona Terra-Cotta Co., Pomona, N. C., wants to correspond with manufacturers of flower pot machinery.

Cotton Gins.—W. B. Jones, Flora, Miss., wants propositions from builders of different cotton gin systems.

Cotton-mill Machinery.—The Leaksville Cotton Mills, Spray, N. C., wants a good second-hand cloth folder and measurer for goods up to forty inches wide.

Drill Press.—Golden's Foundry & Machine Co., Columbus, Ga., is in the market for a radial drill press.

Dynamotors, etc.—Separate sealed proposals for dynamotors and for ventilating registers will be opened on January 16. Address Bernard R. Green, superintendent and manager, 145 East Capitol street, Washington, D. C.

Electric-light Plant.—The New River Mineral Co., Ivanhoe, Va., wants prices and particulars on dynamo for eight arc lights, with eight arc lamps, 1000 feet of wire and fittings complete.

Electric-light and Power Plant.—J. H. P. Martin, Xenia, Ohio, is in the market for complete equipment or electric-light and power plant for steel railway including dynamotors for fifty to 100 arc lights, thirty to fifty commercial arc lights and alternating capacity for 1500 to 2000 incandescent lamps of various candle power.

Electric light Plant and Water Works.—Sealed proposals will be opened February 4 for the construction of an electric-light plant and water works at Crowley, La. Address P. J. Chappuis, mayor.

Electric-railway Equipment.—L. R. Benjamin, Jacksonville, Fla., wants two cars of about twenty horse-power each, with power generators, etc., and full overhead work.

Elevator.—Levy Bros., Louisville, Ky., will need hydraulic passenger elevator for store.

Engine.—Sealed proposals will be received until January 15 for stationary side crank engine of Cleveland & Hardwick pattern, or equal thereto. Address Wm. Thompson, National Soldiers' Home, Virginia.

Engine and Pump.—Wanted to buy large wooden pump; also hot-air engine; state price. Address Y 901, Sun Office, Baltimore, Md.

Extracting Machinery.—See "turpentine and tar apparatus" below.

Grinding Machinery.—Layne, Offlighter & Co., Lexington, Va., want prices on mills for grinding bark (ten to twenty tons daily).

Ice Machine.—The Sinepuxent Beach Co., 641 Equitable Building, Baltimore, Md., wants bids on an ice machine of five tons daily.

Laundry Machinery.—The Sinepuxent Beach Co., 641 Equitable Building, Baltimore, Md., wants one 36x48-inch improved washer with partition, one 48x16-inch steam mangle, one 22-inch centrifugal extractor with necessary pulleys, etc., for hotel.

Machine Tools.—The Cowles-Dennison Manufacturing Co., Kansas City, Mo., wants to buy a large radial universal drill, large planer, milling machine, six iron lathes eighteen to thirty inches, cylinder boring lathe, turning and boring machine, 24-inch jumper, heavy iron saw for steel and large pump and shears.

Machine Tools.—The Cooley Sadiron Co., Kansas City, Mo., will want lathe, drill, press and other tools.

Natorium and Sanitarium.—The Corsicana Water Development Co., Corsicana, Texas, will soon want bids for erection and equipment of natatorium and sanitarium.

Pipe.—The Lake City Water & Light Co., Lake City, Fla., wants lowest estimates on thirty tons of cast-iron pipe, size four inches, delivered f. o. b. cars Lake City.

Power Plant.—Jno. P. Martin, Xenia, Ohio, will be in the market for steam power plant.

Pulleys.—E. P. McCaslin, Scottsbourg, Ind., wants a lot of small pulleys, about one inch diameter, to carry No. 16 wire.

Rails.—Cooper & Davis, Thonotosassa, Fla., are in the market for some light railroad iron for log road about three miles long.

Rails and Other Railway Supplies.—J. C. Burleigh, Avon Park, Fla., wants estimates in full for forty miles of relaying rails, about thirty or thirty-six pounds, 42-inch gage preferred; about three side tracks, with switches, square butt spikes, bolts, fish-plates, etc., and all kinds of second-hand railway supplies—all to be delivered at Haines City, Fla.

Rice Mill.—J. L. Barringer, Florence, S. C., wants to correspond with rice-mill manufacturers.

Rice-mill Machinery.—Machinery for rice-cleaning may be wanted later on. Address Geo. Whitfield, Abbeville, Ga.

Saw.—The Cowles-Dennison Manufacturing Co., Kansas City, Mo., wants heavy iron saw for steel.

Scales.—Wanted, a pair of platform scales to weigh 1000 pounds at 718 East Baltimore street, Baltimore, Md.

Shafting.—The Pen Argyl Iron Works, Pen Argyl, Pa., wants to buy old shafting not less than eight and a half inches diameter, nor shorter than thirteen feet.

Shear and Punch.—Wanted, a combined shear and punch at 718 East Baltimore street, Baltimore, Md.

Shingle Machine.—Cooper & Davis, Thonotosassa, Fla., want a first-class second-hand shingle machine.

Steel and Iron Work.—Proposals will be opened on January 31 for steel and iron work, beams and stairways, etc., for United States postoffice building at Washington, D. C. Address Chas. E. Kemper (See advertisement in MANUFACTURERS' RECORD of January 11.)

Tanks.—Matt J. Heyer, Wilmington, N. C., wants to buy cast iron kettles, 750 to 800 gallons capacity, thirty inches deep, five-eighths to three-quarters inch thick on bottom.

Telephone Wire.—The Corsicana Mutual Telephone Co., Corsicana, Texas, will buy telephone wire.

Tobacco Machinery.—J. D. Ewing & Co., 1569 Portland avenue, Louisville, Ky., wants a mill to grind tobacco stems without clogging.

Tobacco Machinery.—J. L. Barringer, Florence, S. C., wants to correspond with manufacturers of smoking tobacco machinery.

Turpentine and Tar Apparatus.—McGill & Wilds, Darlington, S. C., want information concerning apparatus for extracting turpentine and tar from slabs at mill.

Ventilating Apparatus.—See "Dynamotors" above.

Washing Machine.—The Sinepuxent Beach Co., 641 Equitable Building, Baltimore, Md., wants a dish washing machine.

Water Works.—See "electric-light plant" above.

Water Works.—Jno. P. Martin, Xenia, Ohio, is in the market for complete equipment for a system of water works, including twelve miles of four to 14 inch extra heavy cast-iron pipe, stand-pipe 125x22 feet, seventy-five to 100 fire hydrants, with gate-valves and specials.

Woodworking Machinery.—James Pearsall, Dunn, N. C., wants machinery for manufacturing chairs and furniture.

Woodworking Machinery.—J. B. Stone, Cedar Bluff, Ala., wants to buy chair-manufacturing machinery.

Woodworking Machinery.—Ralph L. Tyson, Carthage, N. C., wants to buy machinery for manufacturing washboards.

Woodworking Machinery.—W. W. Simms & Co., Wilson, N. C., want a single surfacer and matcher to surface twenty-four inches and match fourteen to fifteen inches.

W. A. Woolson, of Sherman Heights, Tenn., expects soon to engage in the coffee and spice business, but as yet has not selected his location. Parties in that line wanting to sell might do well by corresponding with him.

Layne, Offlighter & Co., of Lexington, Va., want to correspond with buyers of ground bark.

Mr. E. P. McCaslin, of Scottsbourg, Ind., wants to contract for the manufacture of fire-alarm bells.

TRADE LITERATURE.

A NEAT calendar is issued by the Western Block Co., Lockport, N. Y., manufacturer of wrought-iron blocks and sheaves for wire rope.

A TABLE giving the indicated horse-power at which simple, tandem and cross-compound condensing and non-condensing Philadelphia Corliss engines will develop the best efficiency has been compiled by the Philadelphia Engineering Works, of Philadelphia, Pa. It is the feature of a calendar sent out by this concern.

OF all the calendars received by the MANUFACTURERS' RECORD at the beginning of the new year, we believe the most beautiful is that issued by the Rhode Island Tool Co., of Providence. This is printed on six heavy sheets of cardboard artistically tied together, and on each sheet there is a very handsome engraving of high artistic merit.

"VOICES OF EXPERIENCE FROM WARM HOMES" is a pamphlet issued by the Peck-Williamson Heating & Ventilating Co., Cincinnati, Ohio. It tells about the efforts taken to keep warm and comfortable in winter, and at the same time breathe nothing but pure fresh air, and shows how successfully this is accomplished by adopting the system of this company. The pamphlet is illustrated with engravings of a large number of handsome and important buildings equipped with the Peck-Williamson system of heating and ventilating.

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New York and Florida Special Inauguration of Service.

On Monday, January 7, the Pennsylvania Railroad, in connection with the Atlantic Coast Line, will inaugurate the service of the New York and Florida special for the season 1895, from the North to St. Augustine, Fla., leaving Baltimore 9 27 P. M. daily except Sunday, arriving at Jacksonville 7 05 P. M., St. Augustine 8 15 P. M., the following day. This train will be composed of Pullman vestibule sleeping-cars, also dining car. No extra fare except the usual Pullman charges will be required on this train. Accommodations can be reserved in advance on application at the company's city ticket office, Calvert and Union stations, Baltimore, Md.

Sleeping-Car via Pennsylvania Railroad to Buffalo, Niagara Falls and Suspension Bridge.

The Pennsylvania Railroad Co. announces that, commencing Monday, December 31, the Pullman sleeping-car line on trains Nos. 9 and 16, now running between Washington and Rochester, will be extended to run between Washington and Suspension Bridge via Buffalo, leaving Washington daily except Saturday evening, and leaving Suspension Bridge daily. The Pullman sleeping-car line between Washington and Elmira on trains Nos. 3 and 16 will leave Washington daily, and Elmira for Washington daily except Sunday morning.

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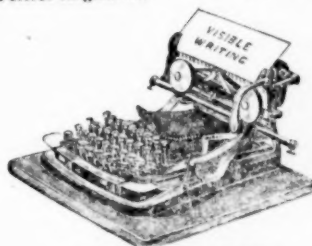
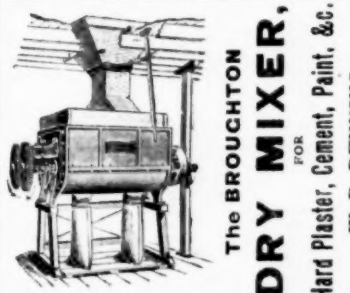
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87 MAIDEN LANE, N. Y. JERSEY CITY, CHICAGO, PHILADELPHIA, BOSTON, LONDON**PROPOSALS.****TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., January 7th, 1895.**—Sealed Proposals will be received at this office until 2 o'clock P. M. on the 31st day of January, 1895, and opened immediately thereafter, for all the labor and materials required to put in place complete the steel and iron work above the 6th floor, embracing the 7th, 8th and 9th floors and main roof, and skylight over cornice and the 7th, 8th, 9th, 10th, 11th, 12th, 13th and 14th floors and roof of tower and the columns for supporting said floors and roofs, and beams and columns for stairways, etc., for the U. S. Post-office building at Washington, D. C., in accordance with the drawings and specification, copies of which may be had at this office or the office of the Superintendent at Washington, D. C. Each bid must be accompanied by a certified check for a sum not less than 2 per cent. of the amount of the proposal. The right is reserved to reject any and all bids and to waive any defect or informality in any bid, should it be deemed in the interest of the Government to do so. All bids received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for the Steel and Iron Construction for the U. S. Post-office building at Washington, D. C., and addressed to CHARLES E. KEMPER, Acting Supervising Architect.**TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., December 27th, 1894.**—Sealed proposals will be received at this office until 2 o'clock P. M. on the 24th day of January, 1895, and opened immediately thereafter, for all the labor and materials required for joinery work, wood flooring, marble work, vault doors, etc., for the U. S. Custom house and Post-office at Newark, N. J., in accordance with the specification and drawings, copies of which may be had at this office or at the office of the Superintendent at Newark, N. J. Each bid must be accompanied by a certified check for a sum not less than 2 per cent. of the amount of the proposal. The right is reserved to reject any and all bids and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All bids received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for Joinery Work, Wood Flooring, Marble Work, Vault Doors, etc., for the U. S. Custom house and Post-office at Newark, N. J., and addressed to CHARLES E. KEMPER, Acting Supervising Architect.**Water Works and Electric-Light Plant,**
CROWLEY, LA.

Sealed proposals for the construction of the whole, or portions, of the water works and electric-light plant for the town of Crowley, La., will be received by the undersigned until Monday, February 4, 1895. The work comprises station building, pump pit, boilers, pump, two miles of 6, 8 and 10-inch street mains, 10 hydrants, steel water tower 95 feet high with steel tank 15x32 feet; engine, dynamo and installation for 22 arc lights for streets and incandescent commercial circuit.

Proposals must comply with plans and specifications, which are on file at the office of the undersigned. The right is reserved to reject any and all bids in whole or in part.

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A COMPLETE PLANT for
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Land, situated in Ten-
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THIRTY-FOUR YEAR
Four Per Cent. Registered Bonds,
ISSUED FOR
CITY IMPROVEMENTS.

INTEREST JANUARY AND JULY.
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will be paid off on January 1, 1895.

Property owned by the city and not included
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Water Works, Public buildings, Parks and
Lands, estimated value, \$5,164,737.26

The Gas and Water Works pay the City a
handsome income.

The debt is limited by charter to 18 per cent. of
assessed value of real estate. Tax rate, \$1.40
per \$100.00.

Assessed value real estate.....\$43,707,253
Assessed value personal.....30,667,784
Total.....\$74,375,037

A sinking fund of 1 per cent per annum for all
Bonds issued is required by the Charter.

In spite of the conditions existing during and
after the War, Richmond has never defaulted
upon any of its obligations, either principal or
interest.

Deliveries will be made to purchasers in sums
to suit upon the opening of the transfer books
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**A Good Saw Mill and
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FOR SALE in whole or in part.

Well located in a flourishing and growing city
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A fine local retail trade at hand.

The mill company is practically free of debt
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Require about \$20,000 more working capital to
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This is a good opening for a legitimate busi-
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One second hand 15 light ARC DYNAMO \$15
with twelve double "Ball" Lamps.

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Plumbers' Iron Pipe & Fitting Patterns,
Includes Arbors, Benches, Flasks, etc.
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Pair 35-inch Extra Special Jas. Leffel & Co.'s
Horizontal Twin

WATER WHEELS.

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Two Warp Splitters and one Cone Grinding In-
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Eight Beaming Frames, built by Wood
Two Reels. One hundred Loom Beams, for
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Blower, with 500 feet of coil.
Two old style size troughs for sizing short warps,
and a lot of skein yarn dye tubs.
All the above machinery in first-class condition.
Apply to **PATTERSON MILLS CO., Chester, Pa.**

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Four 250 H. P. Manning Upright Boilers. Three 150 H. P. Tubular
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Engine and Boiler.

Horizontal "Wilbraham" disc crank 50 horse-
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48 in. x 16 feet stack, front and fixtures complete.
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One 10-in. Drop Press and Lifter, one Circular
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Gas or Gasoline Engines; 30 H. P. Vertical and
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